

# Our Voice Our Vision



**EVANGELINE  
CORRIDOR  
INITIATIVE**

Funded in part by a federal **TIGER** grant

# Charrette Team



ASW DPZ Right Angle  
Urban3 Spackman Mossop +Michaels  
Rick Chellman Todd Bressi Gateway Planning



# Our City

Remembering our history



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# Our City

Remembering our history



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# Our City

Remembering our history



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# Our City

Once in a Lifetime



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# Our Neighborhoods



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# Our Neighborhoods



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# Neighborhoods First



Sterling Grove  
Simcoe / LaPlace



Vermilion  
Recreational District



McComb - Veazey



Gateway District

Downtown  
Freetown / Port-Rico



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# Our Neighborhoods

## Cultural Preservation



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# Our Neighborhoods

## Heymann Park at Vermilion River



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# Our Neighborhoods

Vermilionville view to Heymann Park



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# Our Neighborhoods

## Public Art



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# Our Neighborhoods

Public Art – Sense of Pride



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# Our Neighborhoods

Public Art – Sense of Pride



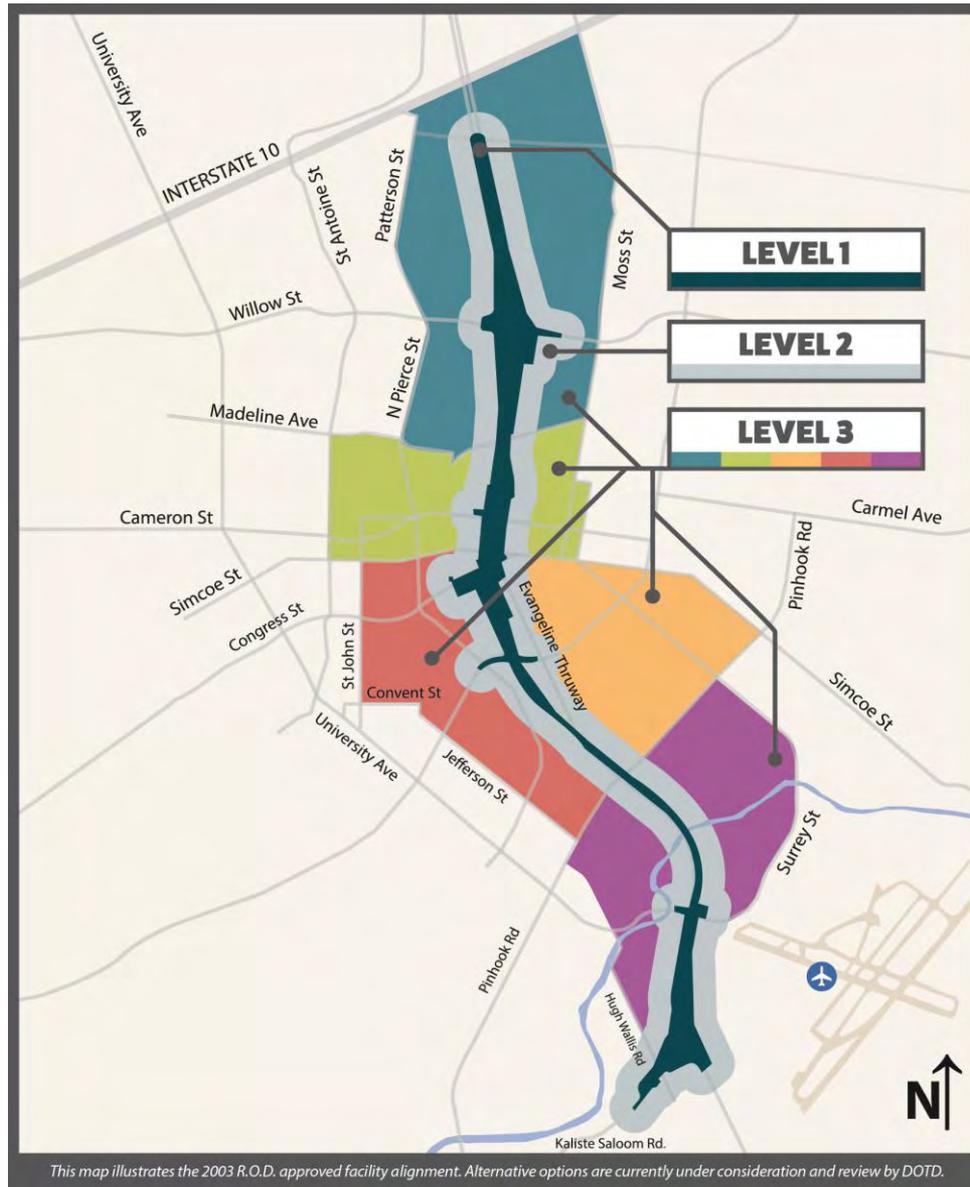
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# Safety

## Portable and Permanent Police Substation



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# The Evangeline Thruway Divide



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# The Evangeline Thruway Divide



# The Evangeline Thruway Divide



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# The Evangeline Thruway Divide



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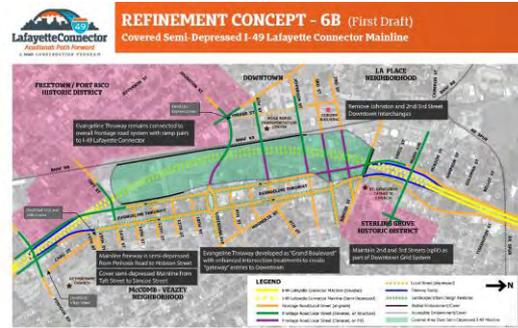
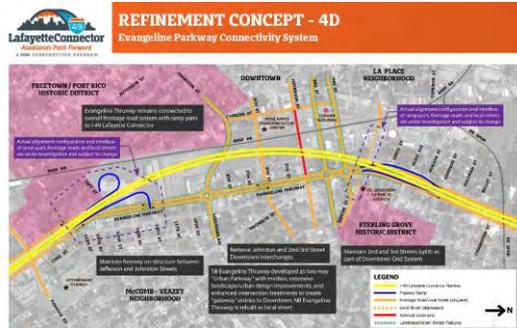
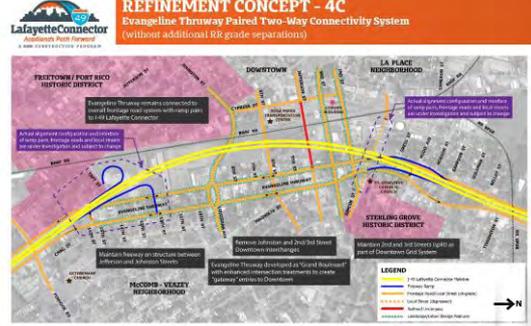
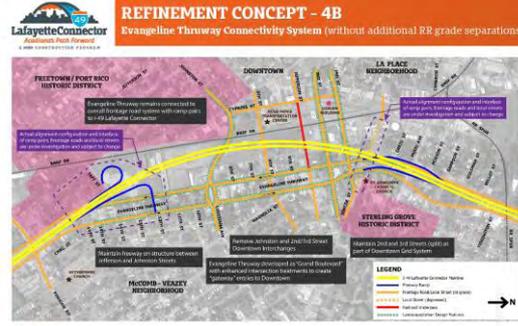
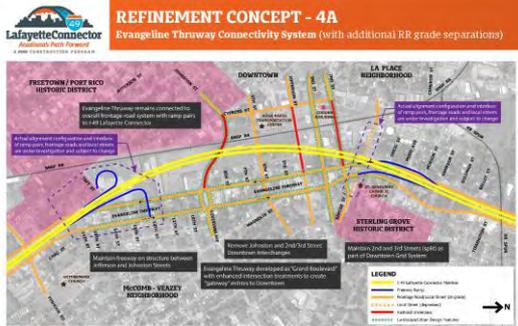
# The Evangeline Thruway Divide



# The Evangeline Thruway Divide



# Our Starting Point



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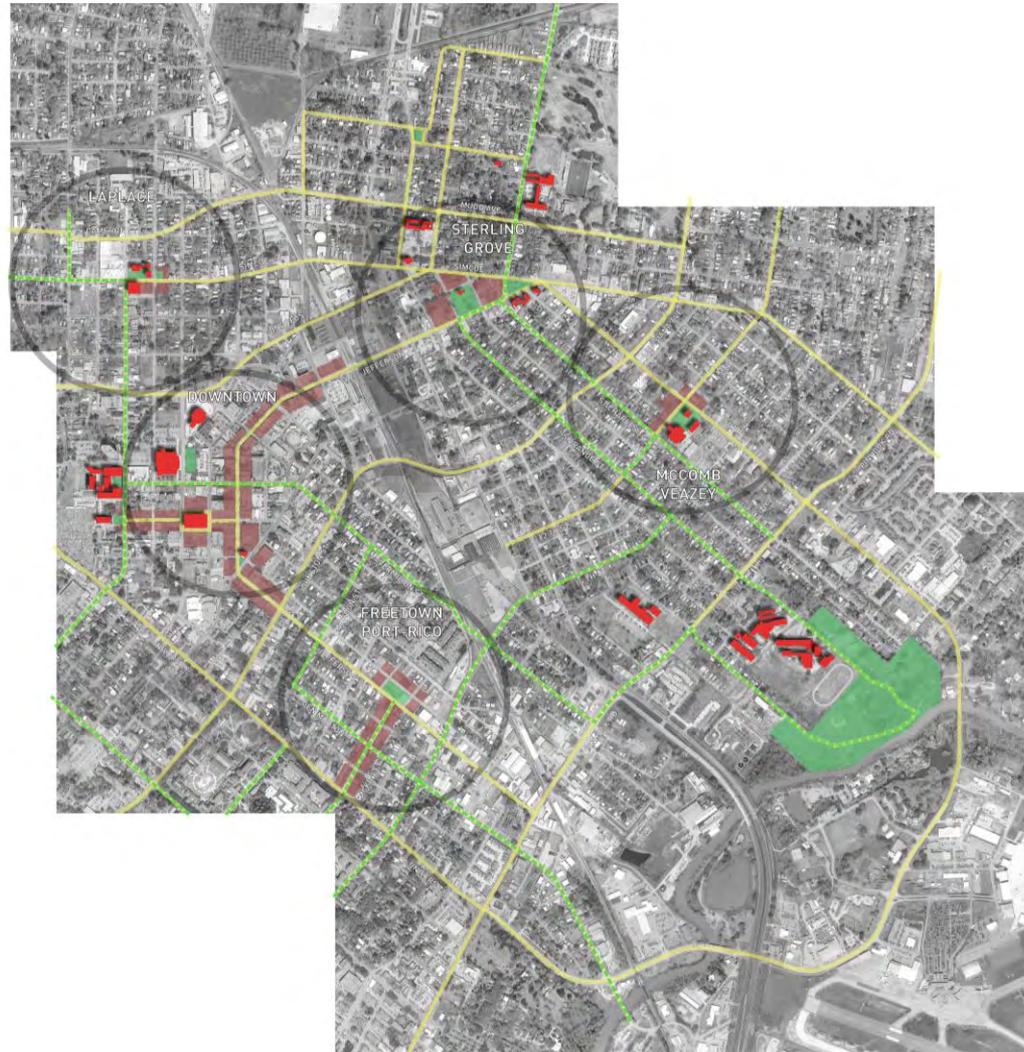
# CSS Evaluation

Evangeline Corridor Initiative: Context Sensitive Solutions Neighborhoods-First Evaluation

| Evaluation Elements                          |                        | Base Case (1) |   | Single Interchange (2) |   | Split Diamond (3) |   |   | Raised Mainline with Signature Bridge (4) |   |   |   |   |   | Parallel Access (5) | Depressed Mainline with Cover (6) |   |   |   |   |
|--|------------------------|---------------|---|------------------------|---|-------------------|---|---|---|---|---|---|---|---|---------------------|-----------------------------------|---|---|---|---|
|  |                        | A             | B | A                      | B | A                 | B | C | A   | B | C | D | E | F | A                   | A                                 | B | C | D | E |
| Community Connectivity:<br>Vehicular Access  | Mudd                   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Simcoe                 |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 2nd / 3rd              |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Jefferson              |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 6th                    |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Johnston               |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 12th                   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Taft                   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
| Community Connectivity:<br>Pedestrian Access | Mudd                   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Simcoe                 |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 2nd / 3rd              |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Jefferson              |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 6th                    |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Johnston               |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 12th                   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Taft                   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
| Community Connectivity:<br>Bicycle Access    | Mudd                   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Simcoe                 |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 2nd / 3rd              |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Jefferson              |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 6th                    |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
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|  | 12th                   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Taft                   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
| Community Connectivity:<br>Access to Bus     | Pinhook                |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Evangeline             |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Jefferson              |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 6th                    |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
| Reversing Disinvestment                      | Johnston               |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Evangeline             |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Developable Land       |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Freeway Noise          |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Evangeline Viability   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Ramp Adjacency         |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
| Public Safety and CPTED                      | Ped / Bike to Downtown |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Access to Downtown     |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Pedestrian Safety      |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Bicycle Safety         |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Vehicular Safety       |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Residual Land          |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
| Public Safety and CPTED                      | Open Space Safety      |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Street Stubs           |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |

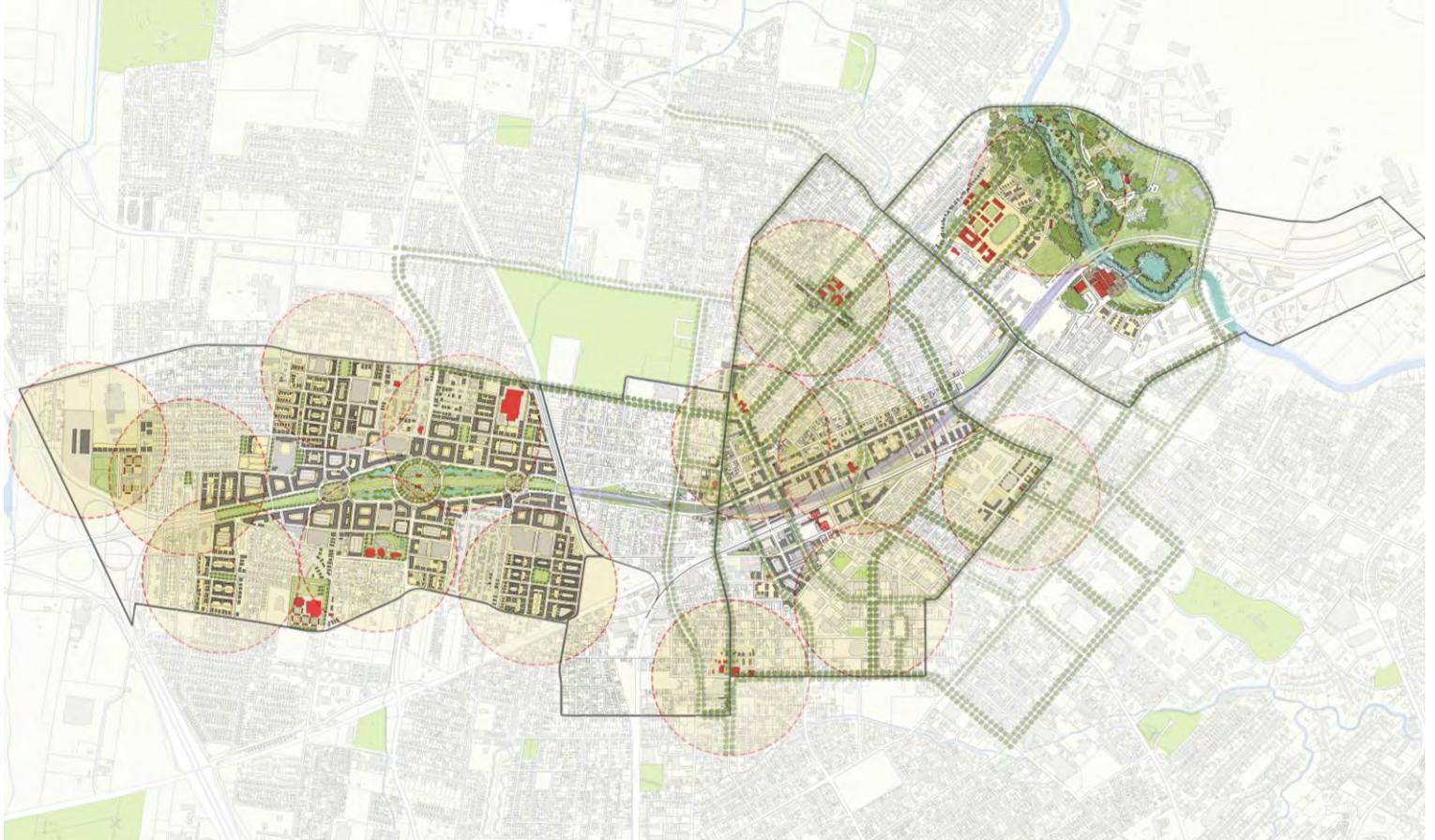


# Neighborhood Connectivity



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# Evangeline Corridor Strategy



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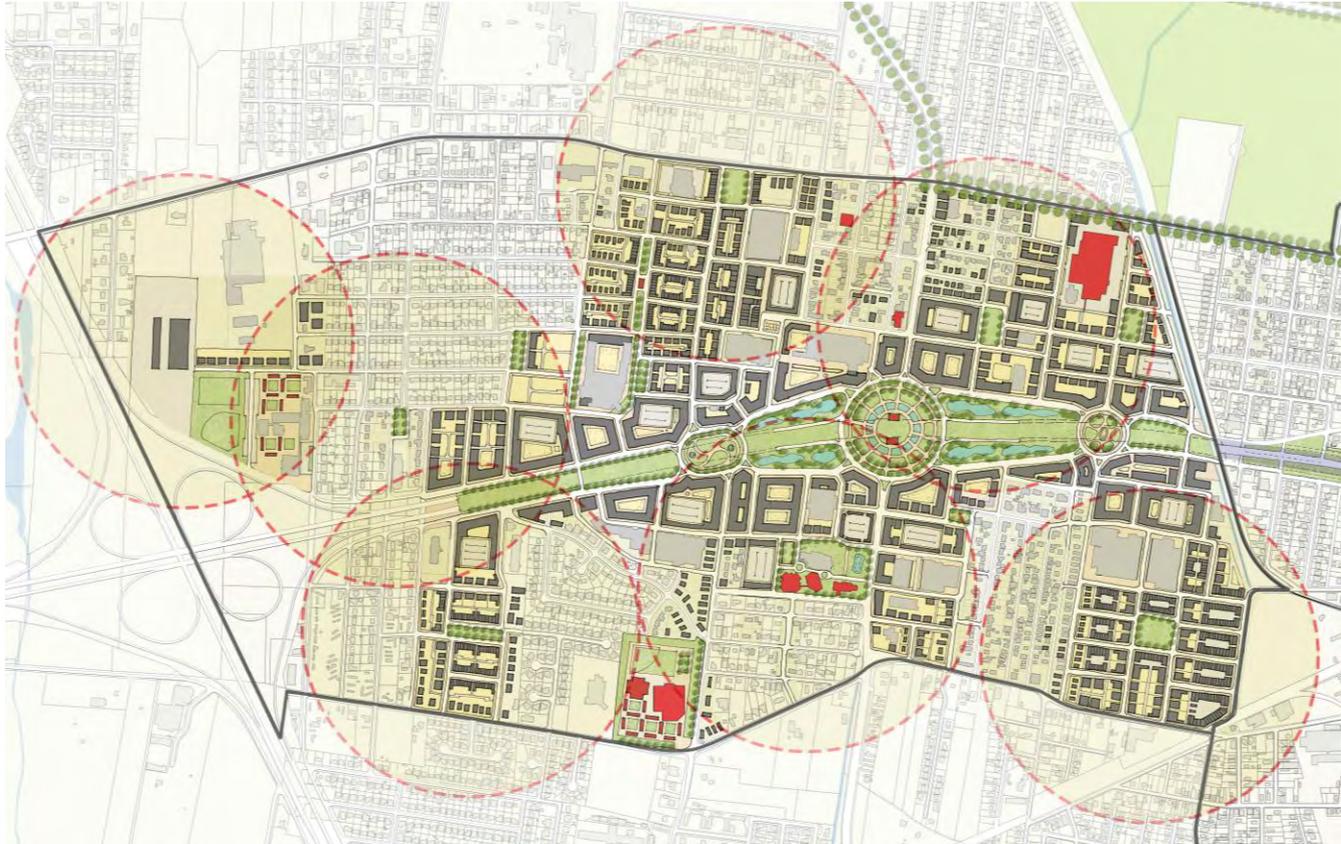


# Gateway District



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# Gateway District



**Our voice. Our vision.**

# Gateway District



**Our voice. Our vision.**

# Gateway District



**Our voice. Our vision.**

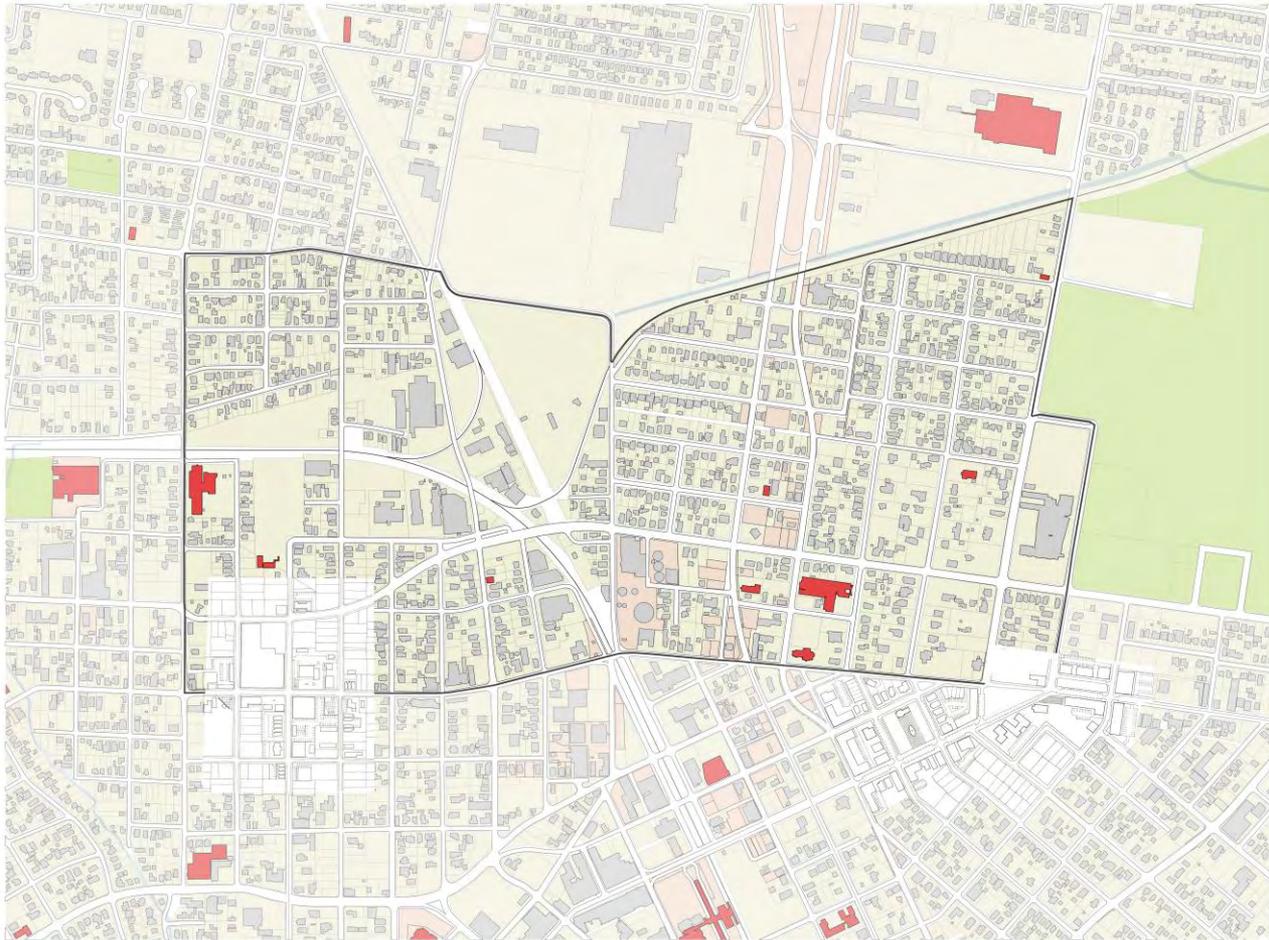


# Sterling Grove / LaPlace



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# Sterling Grove / LaPlace



**Our voice. Our vision.**

# Sterling Grove Town Center



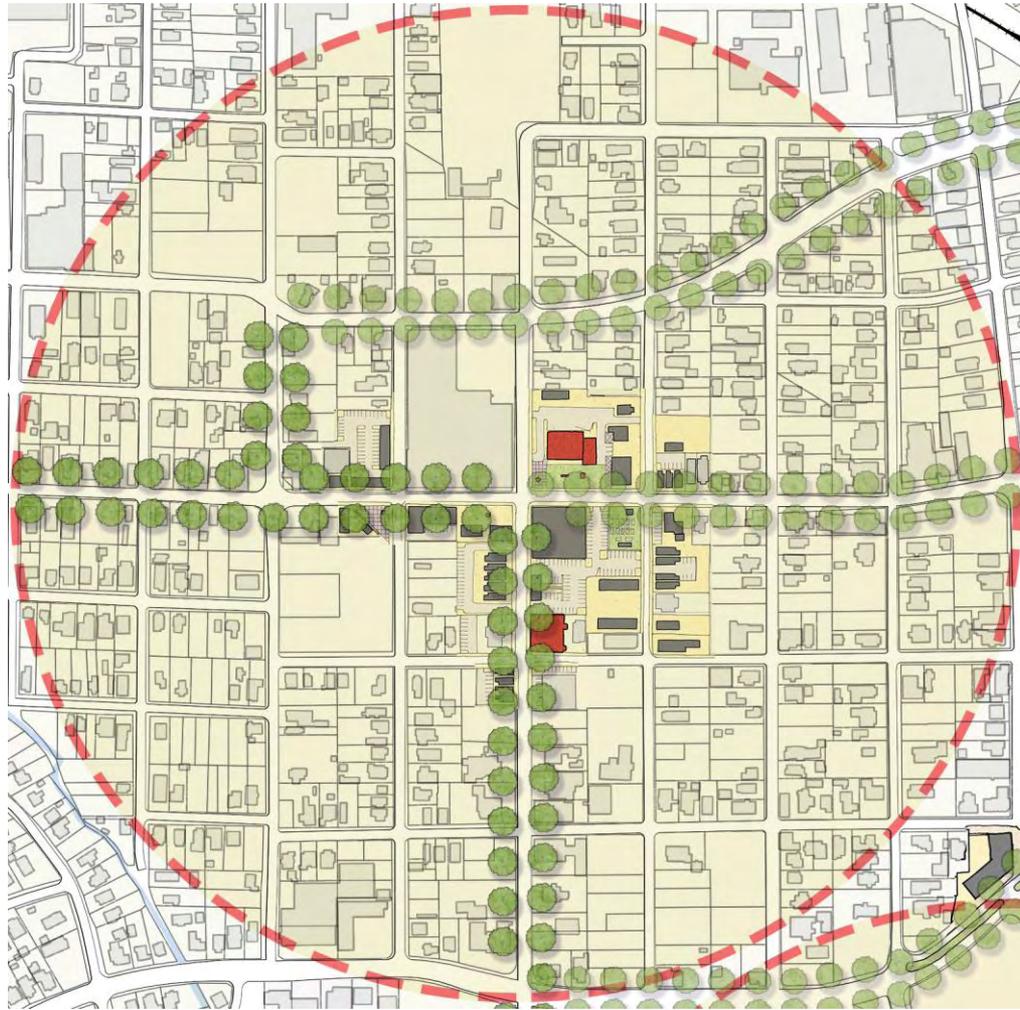
**Our voice. Our vision.**

# Sterling Grove Town Center



**Our voice. Our vision.**

# LaPlace Town Center



**Our voice. Our vision.**

# LaPlace Town Center



**Our voice. Our vision.**

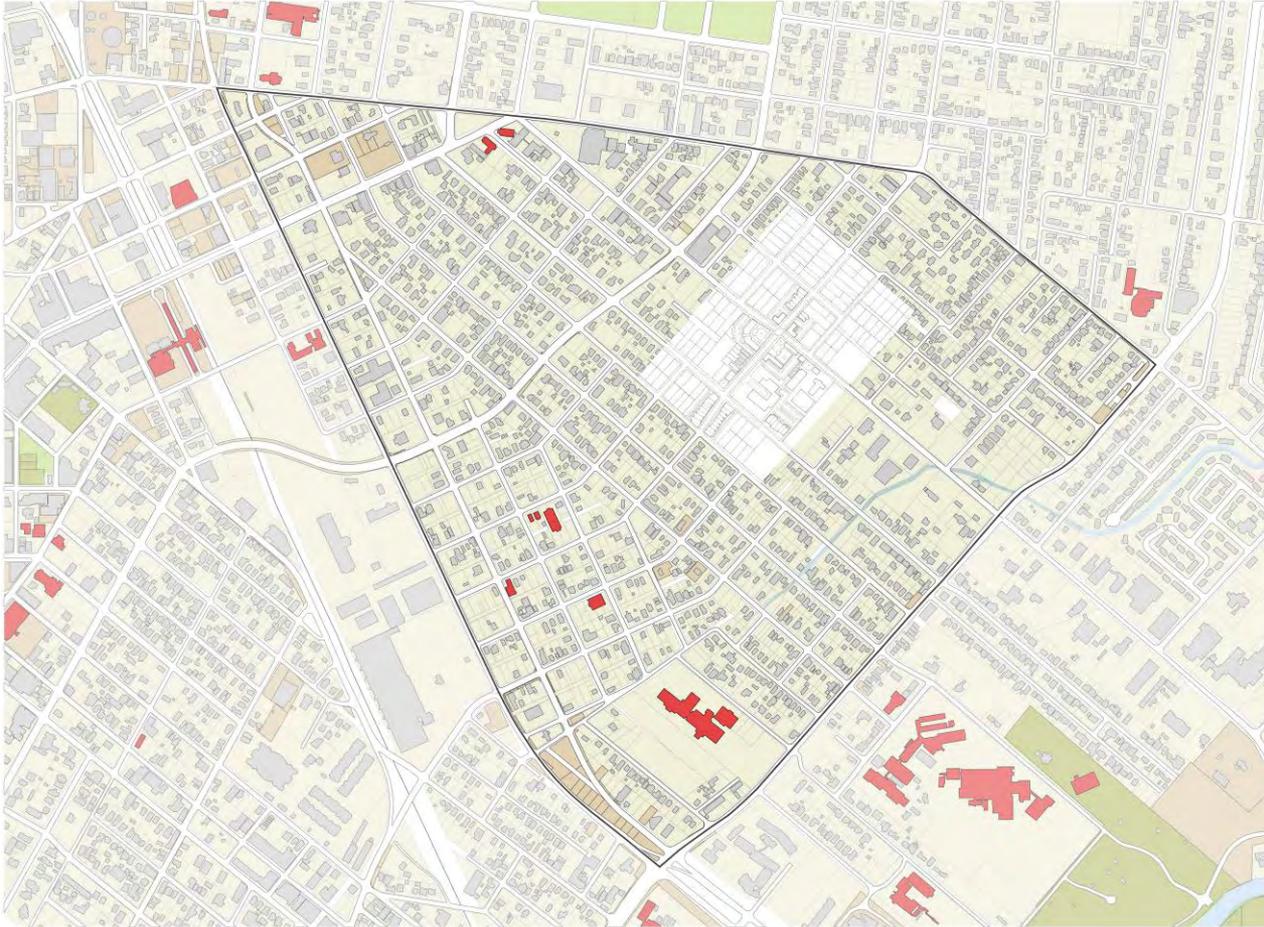


## McComb - Veazey



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# McComb-Veazey



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# McComb-Veazey Town Center



**Our voice. Our vision.**

# Pontiac Point



**Our voice. Our vision.**

# Pontiac Point



**Our voice. Our vision.**

# McComb-Veazey Town Center



**Our voice. Our vision.**

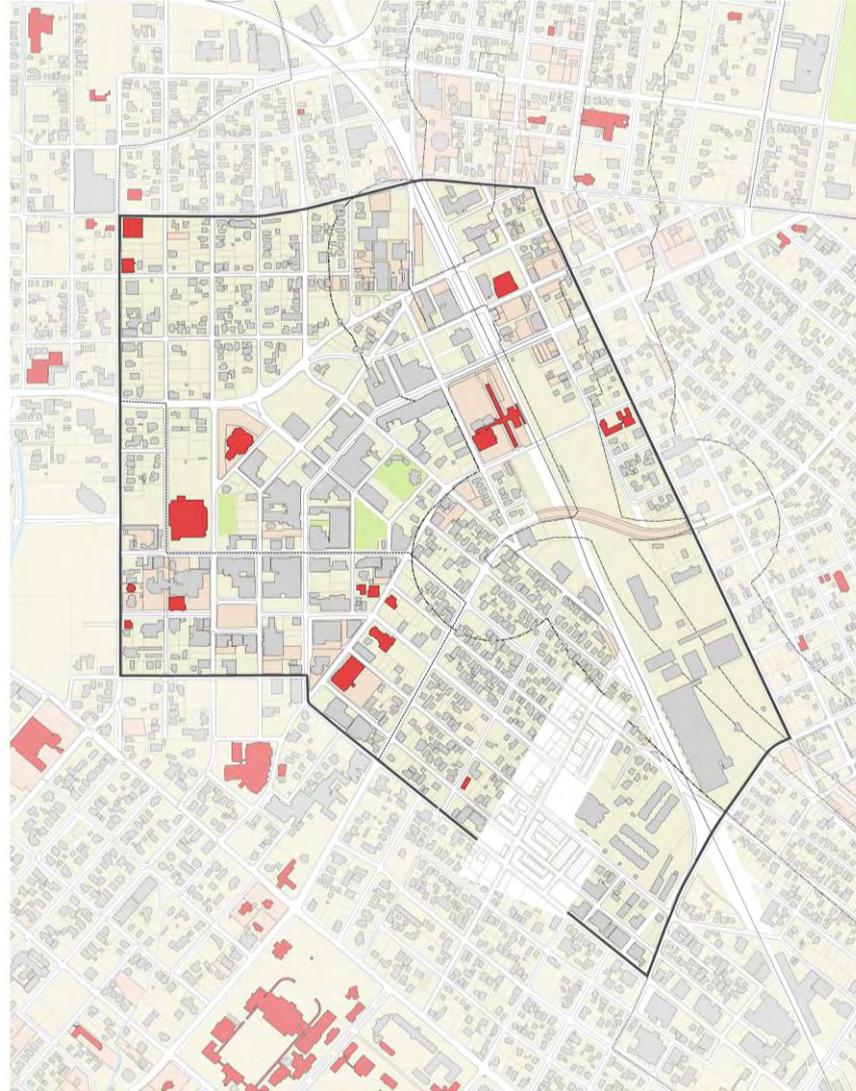


# Downtown / Freetown – Port Rico



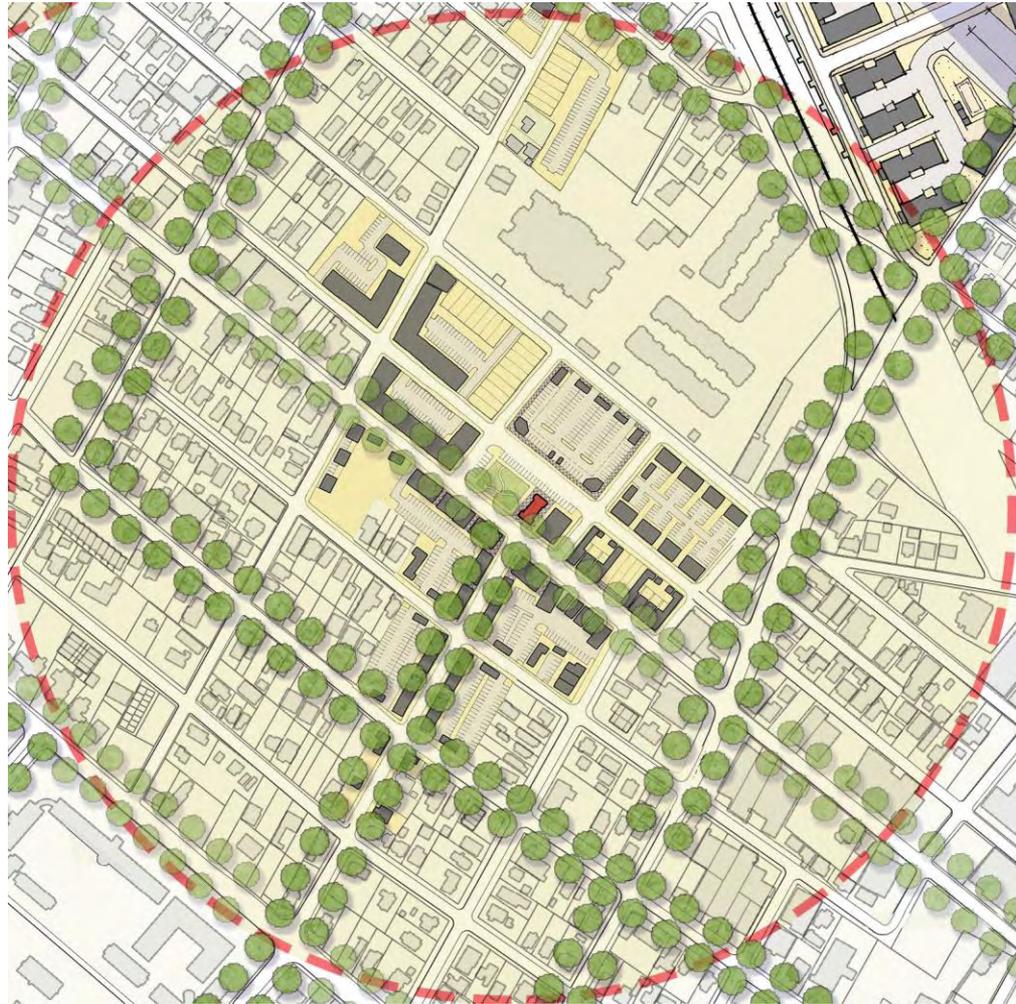
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# Downtown / Freetown-Port Rico



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# Freetown-Port Rico Town Center



**Our voice. Our vision.**

# Freetown-Port Rico Town Center



**Our voice. Our vision.**

# Freetown-Port Rico Town Center



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# Vermilion River Recreational District



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# Vermilion River Recreational District



**Our voice. Our vision.**

# Vermilion River Recreational District



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# Raised Mainline with Signature Bridge



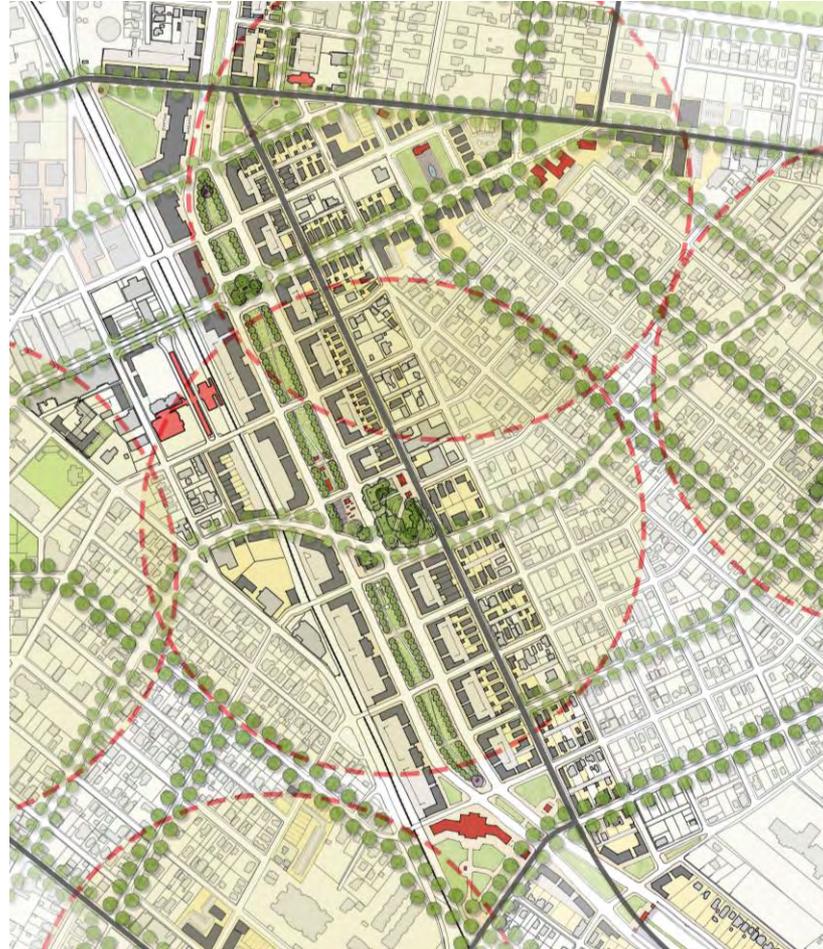
**Our voice. Our vision.**

# Raised Mainline with Signature Bridge



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# Depressed Mainline with Cover



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# Depressed Mainline with Cover

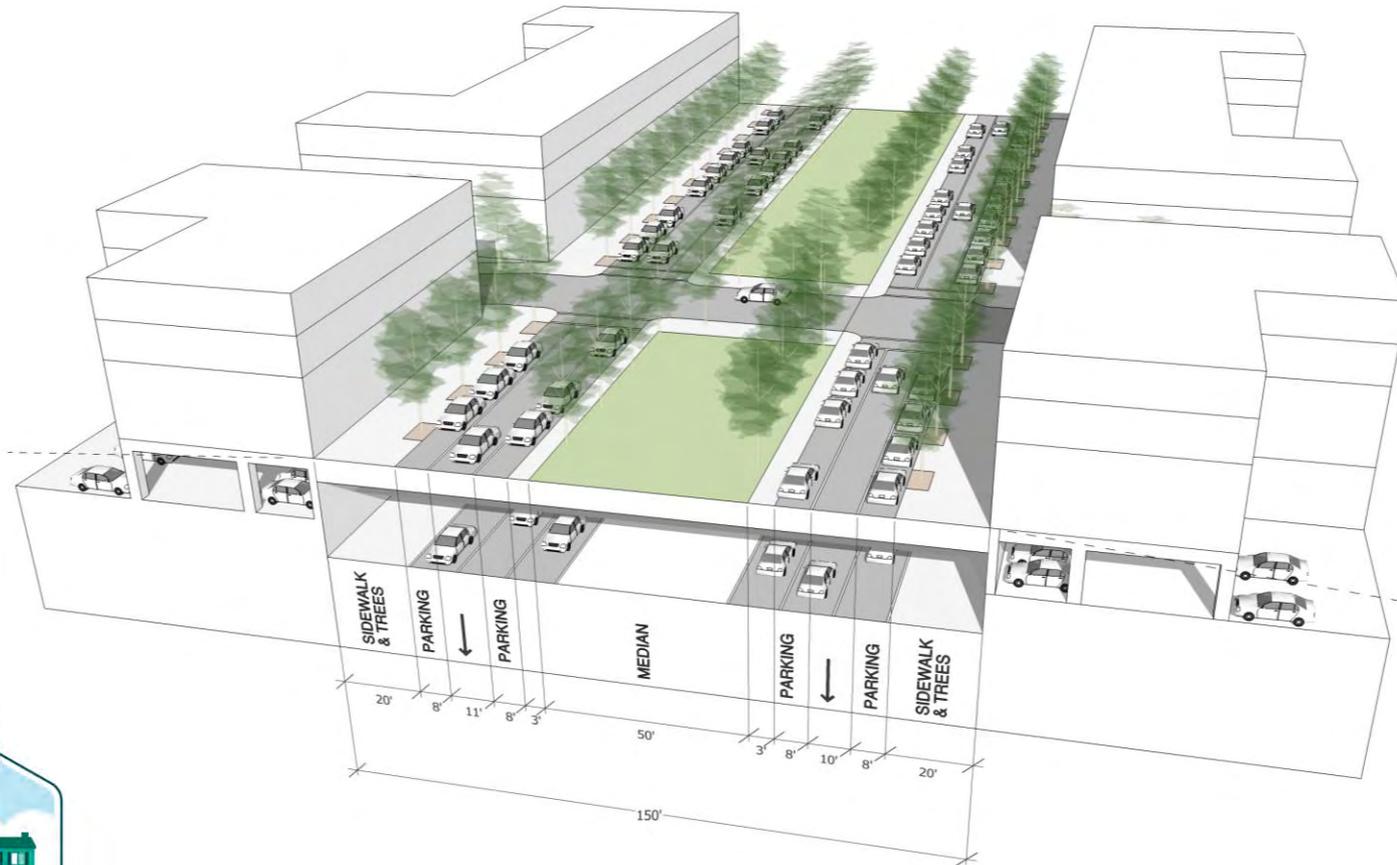


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# Conceptual Transect Map



# Depressed Mainline with Cover



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# Depressed Mainline with Cover

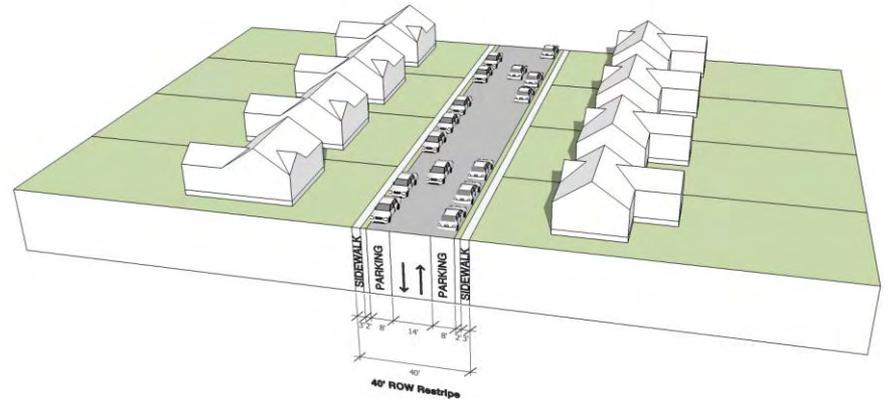
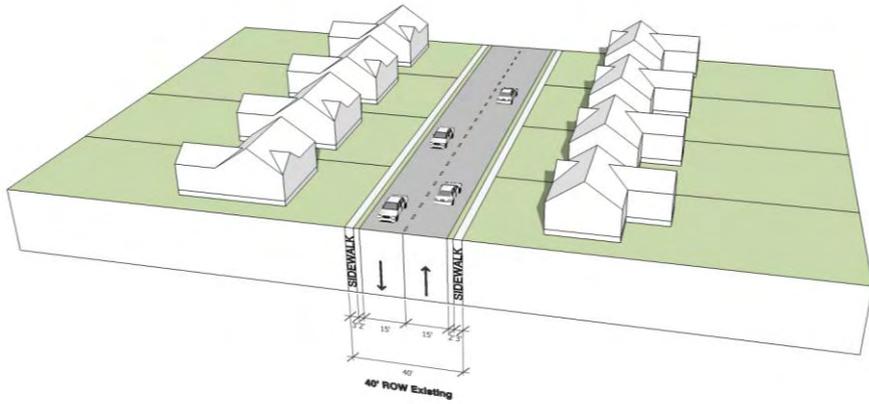


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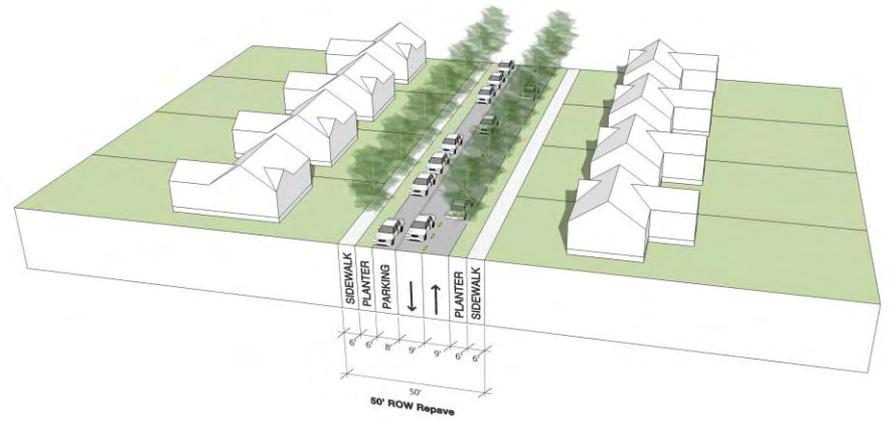
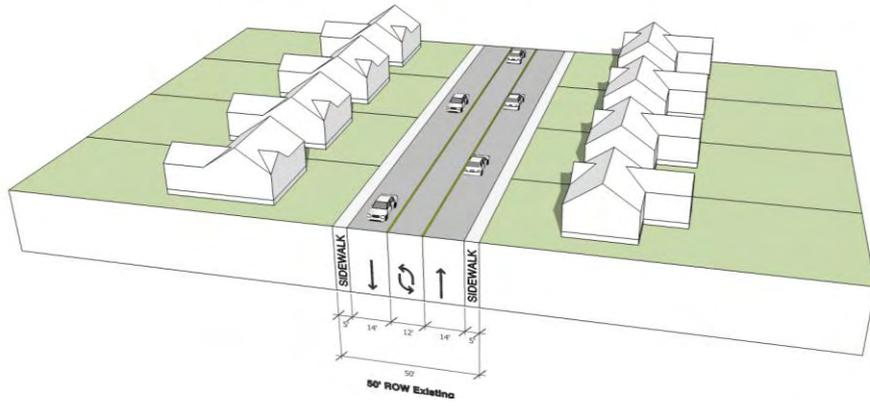
# Depressed Mainline with Cover



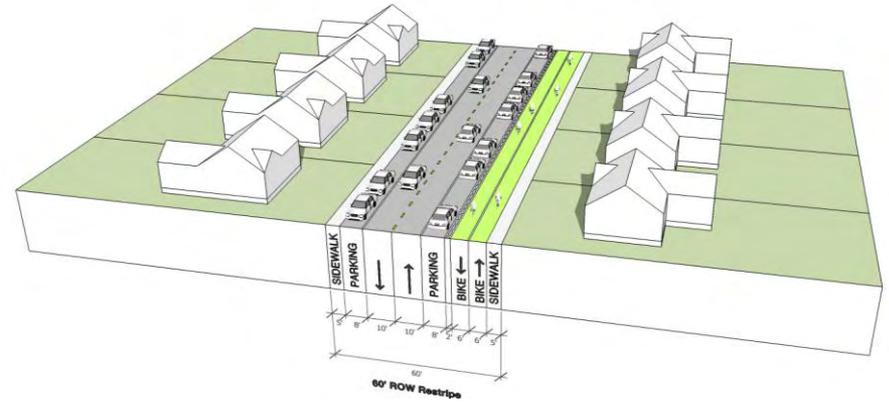
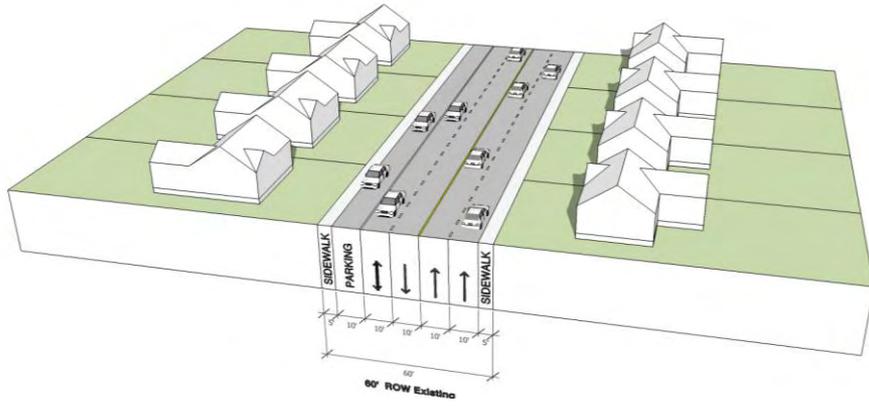
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**Our voice. Our vision.**



**Our voice. Our vision.**



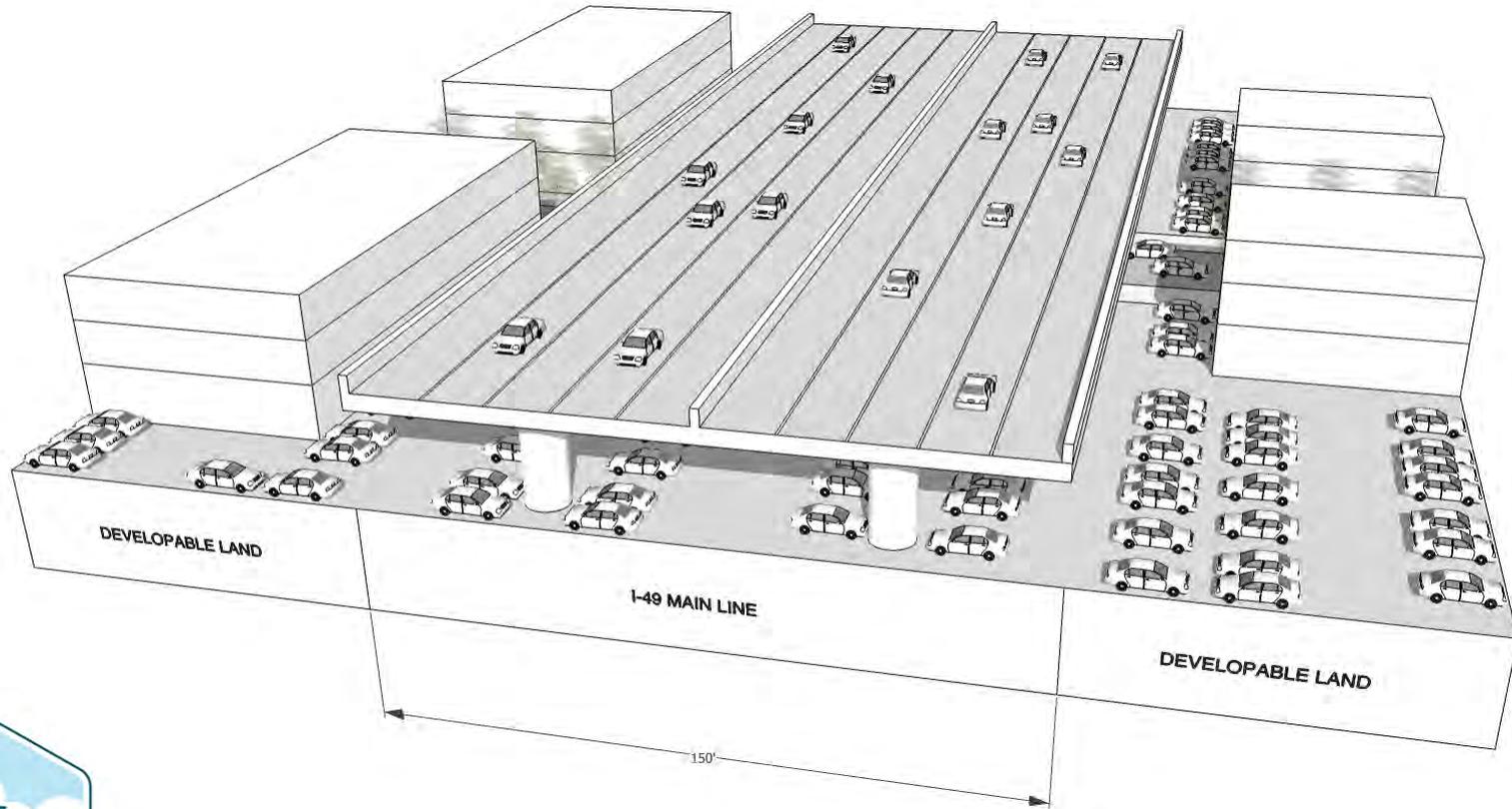
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# Evangeline Thruway



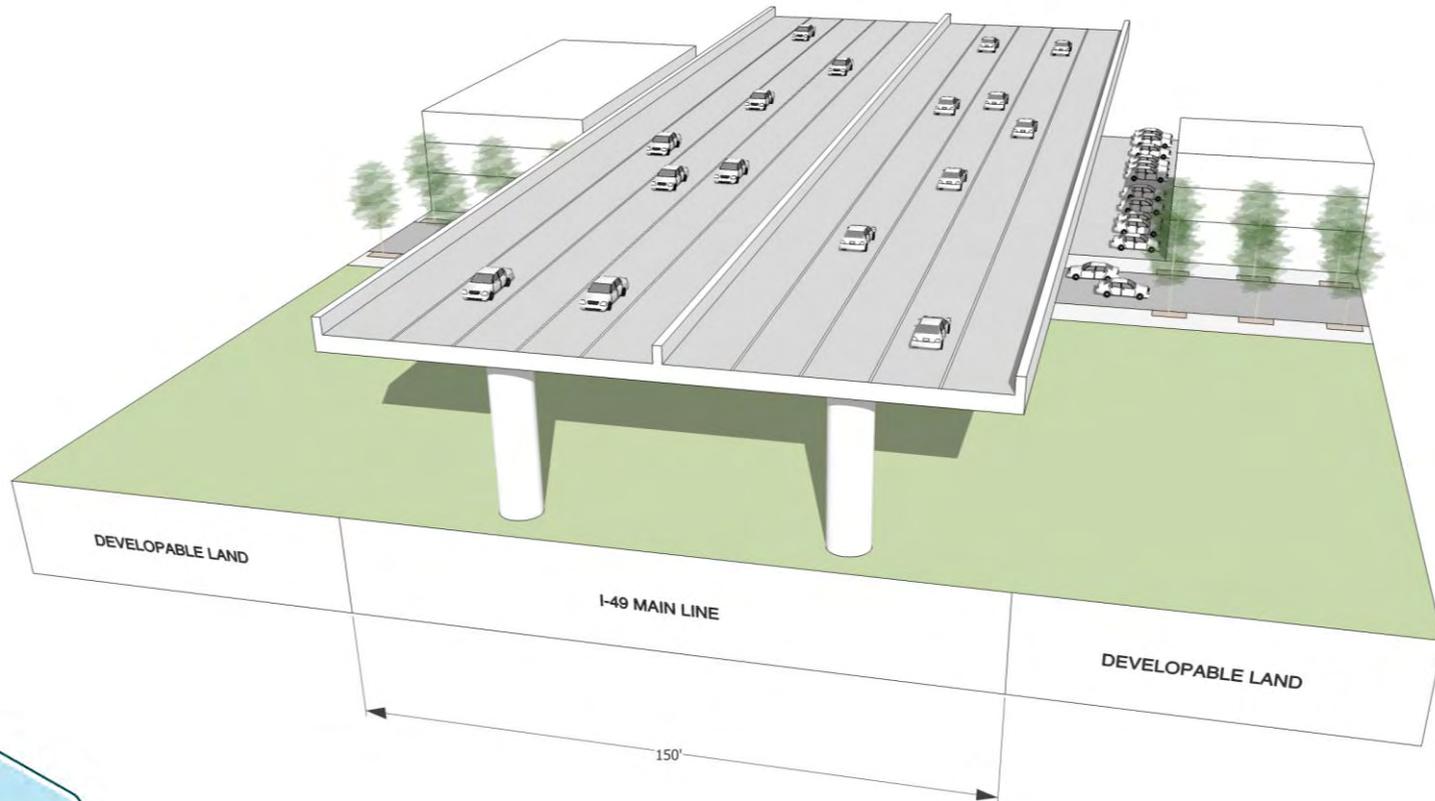
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# Raised Freeway



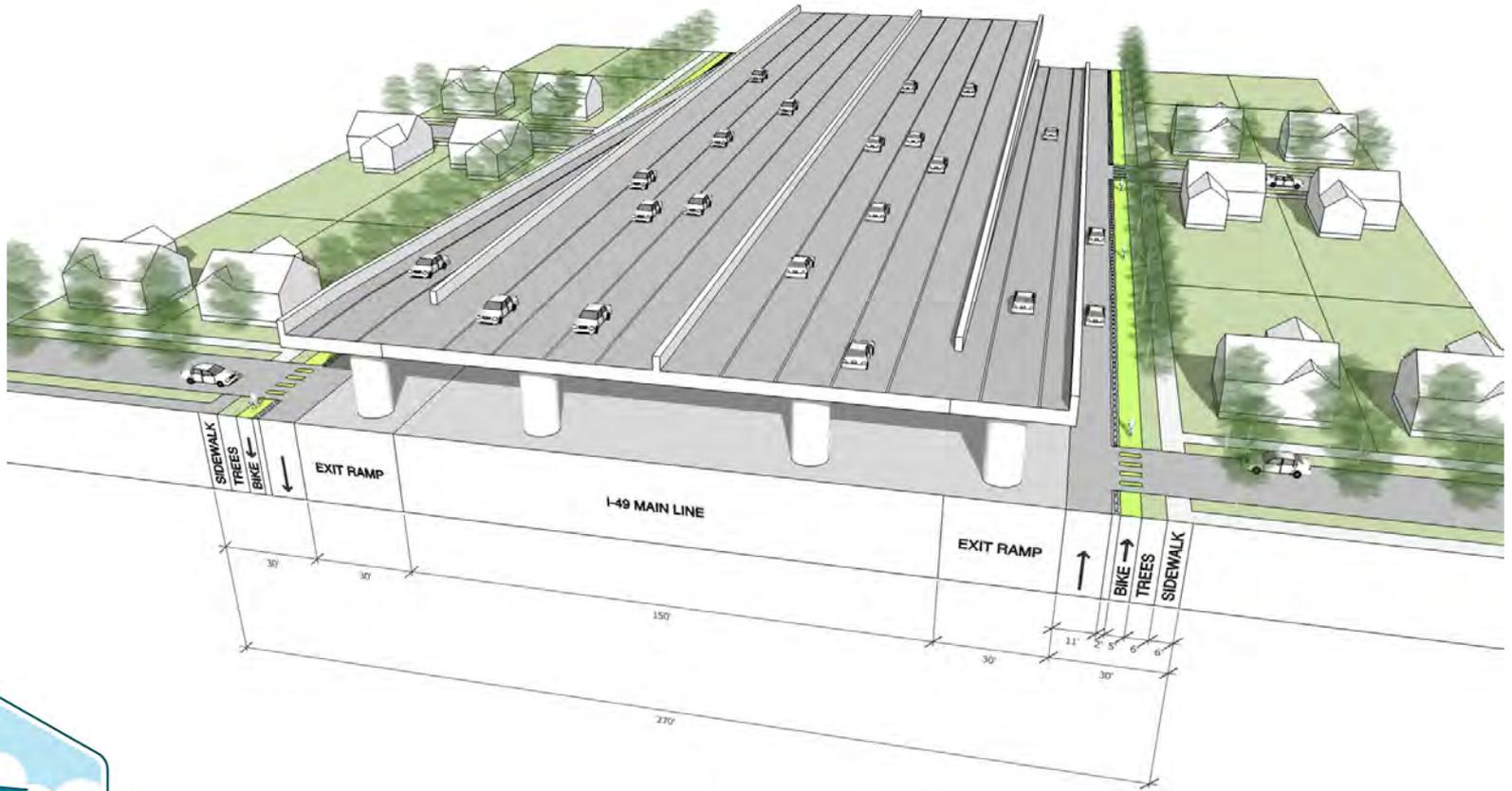
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# Raised Freeway



**Our voice. Our vision.**

# Raised Freeway



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H1. Highway Monuments



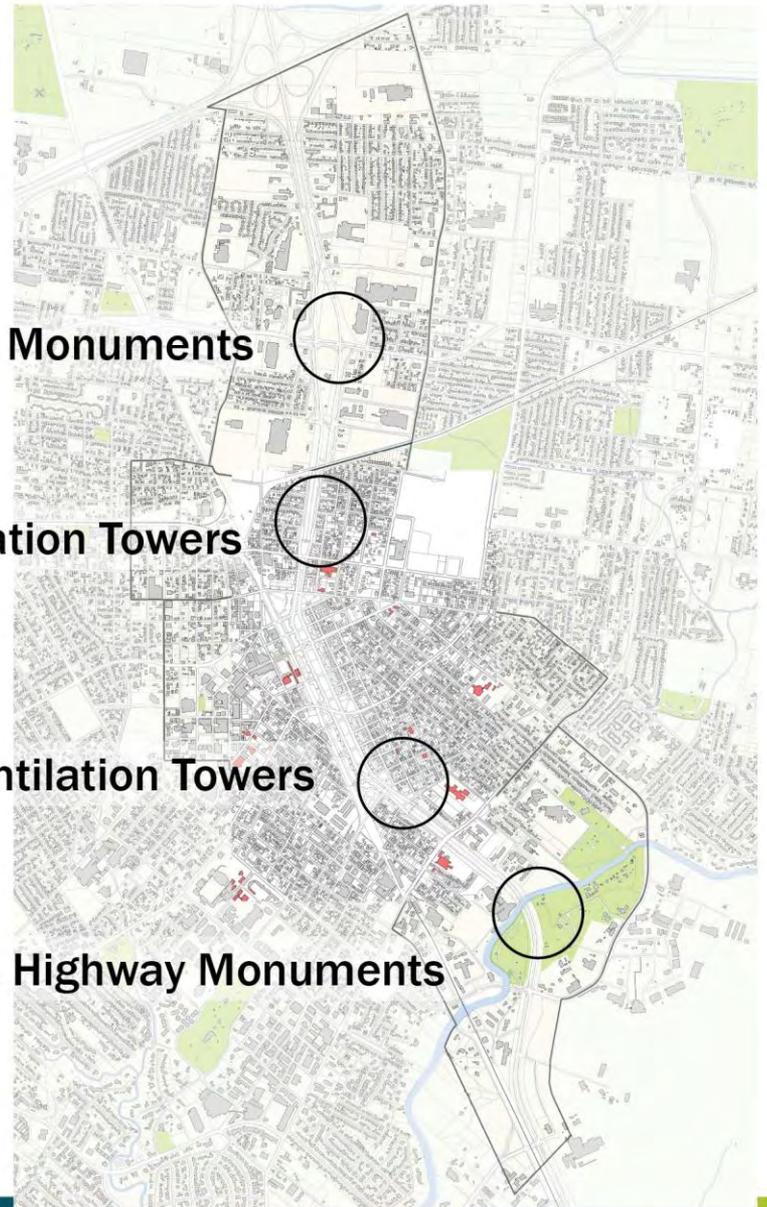
H6. Ventilation Towers

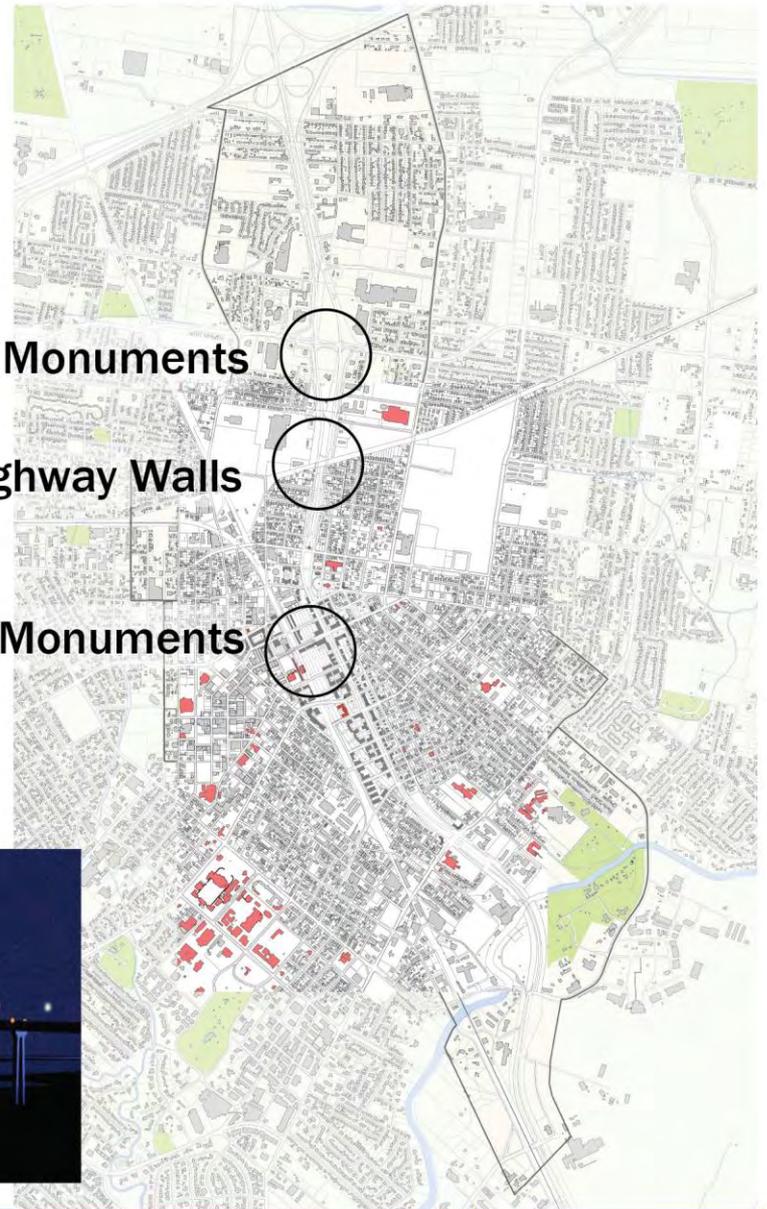


H6. Ventilation Towers



H1. Highway Monuments





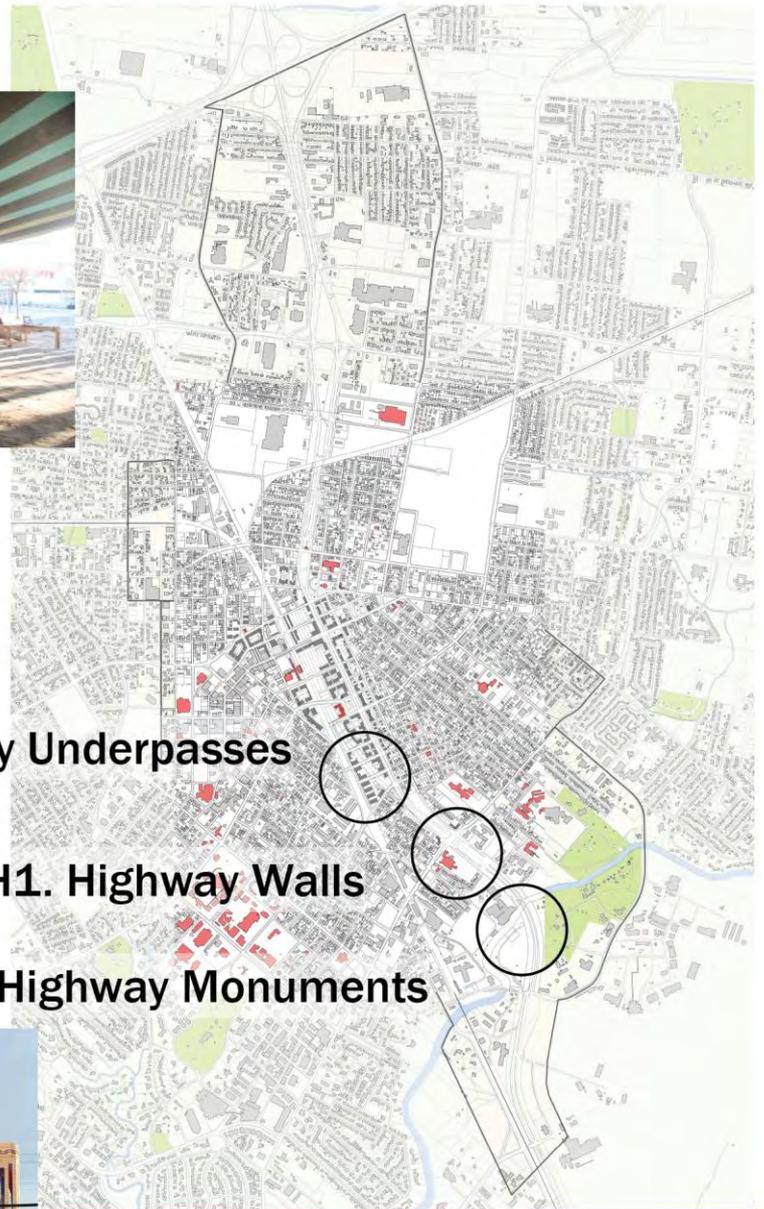
H1. Highway Monuments

H3. Highway Walls

H1. Highway Monuments



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H7. Highway Underpasses

H1. Highway Walls

H1. Highway Monuments



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# McComb-Veazey

## C2. Civic Markers Interpretive



G2. Community Garden



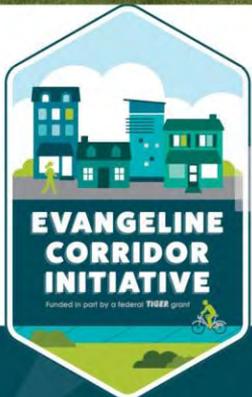
N1. Neighborhood Gathering Place



N5. Neighborhood Connectivity



N6. Neighborhood Play Area



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# CSS Evaluation

Evangeline Corridor Initiative: Context Sensitive Solutions Neighborhoods-First Evaluation

| Evaluation Elements                          |                        | Base Case (1) |   | Single Interchange (2) |   | Split Diamond (3) |   |   | Raised Mainline with Signature Bridge (4) |   |   |   |   |   | Parallel Access (5) | Depressed Mainline with Cover (6) |   |   |   |   |
|--|------------------------|---------------|---|------------------------|---|-------------------|---|---|---|---|---|---|---|---|---------------------|-----------------------------------|---|---|---|---|
|  |                        | A             | B | A                      | B | A                 | B | C | A   | B | C | D | E | F | A                   | A                                 | B | C | D | E |
| Community Connectivity:<br>Vehicular Access  | Mudd                   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Simcoe                 |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 2nd / 3rd              |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Jefferson              |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 6th                    |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Johnston               |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 12th                   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Taft                   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
| Community Connectivity:<br>Pedestrian Access | Mudd                   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Simcoe                 |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 2nd / 3rd              |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Jefferson              |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 6th                    |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Johnston               |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 12th                   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Taft                   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
| Community Connectivity:<br>Bicycle Access    | Mudd                   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Simcoe                 |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 2nd / 3rd              |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Jefferson              |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 6th                    |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Johnston               |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 12th                   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Taft                   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
| Community Connectivity:<br>Access to Bus     | Pinhook                |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Evangeline             |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Jefferson              |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | 6th                    |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
| Reversing Disinvestment                      | Johnston               |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Evangeline             |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Developable Land       |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Freeway Noise          |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Evangeline Viability   |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Ramp Adjacency         |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
| Public Safety and CPTED                      | Ped / Bike to Downtown |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Access to Downtown     |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Pedestrian Safety      |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Bicycle Safety         |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Vehicular Safety       |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Residual Land          |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
| Open Space Safety                            | Open Space Safety      |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |
|  | Street Stubs           |               |   |                        |   |                   |   |   |   |   |   |   |   |   |                     |                                   |   |   |   |   |

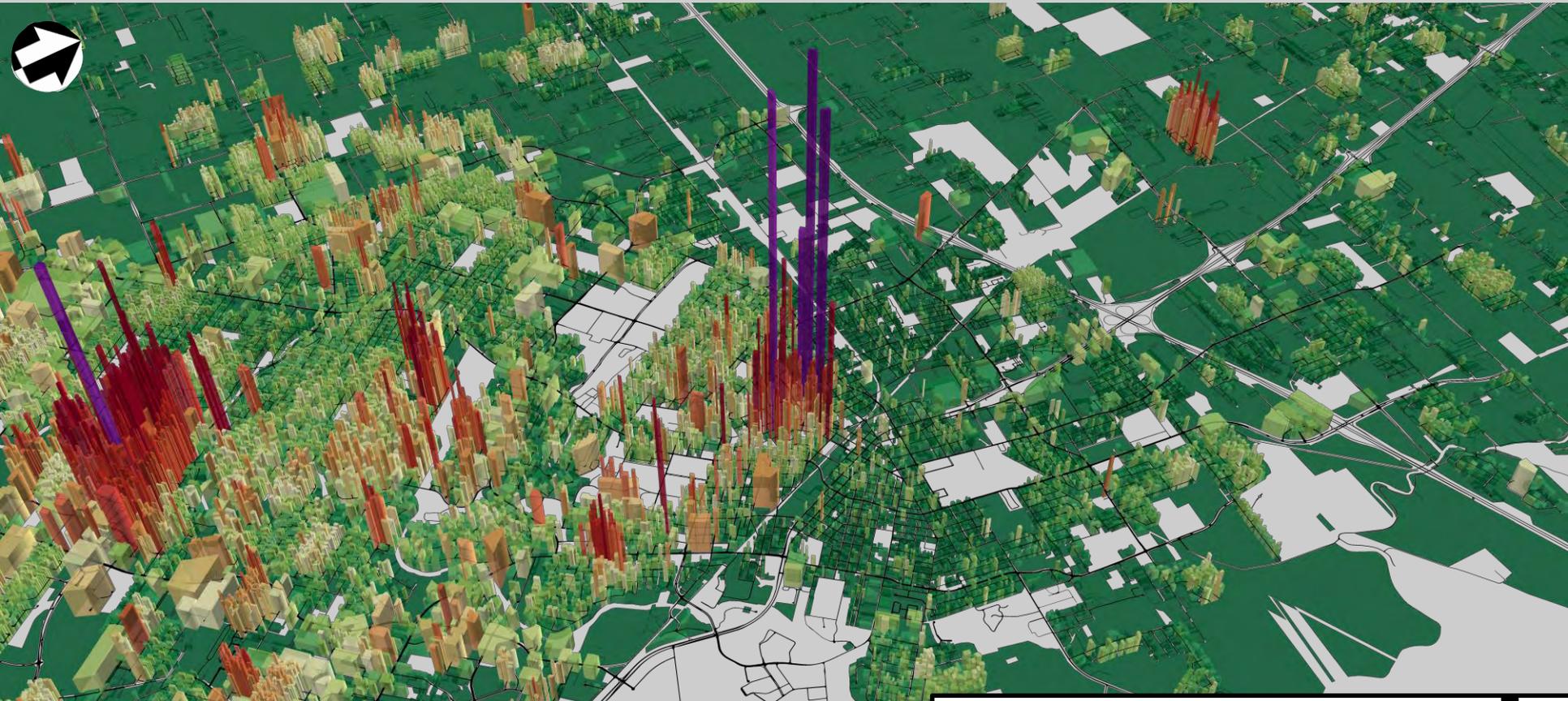


# Raised Main Line with Signature Bridge



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# Current Lafayette Property Value Productivity Model



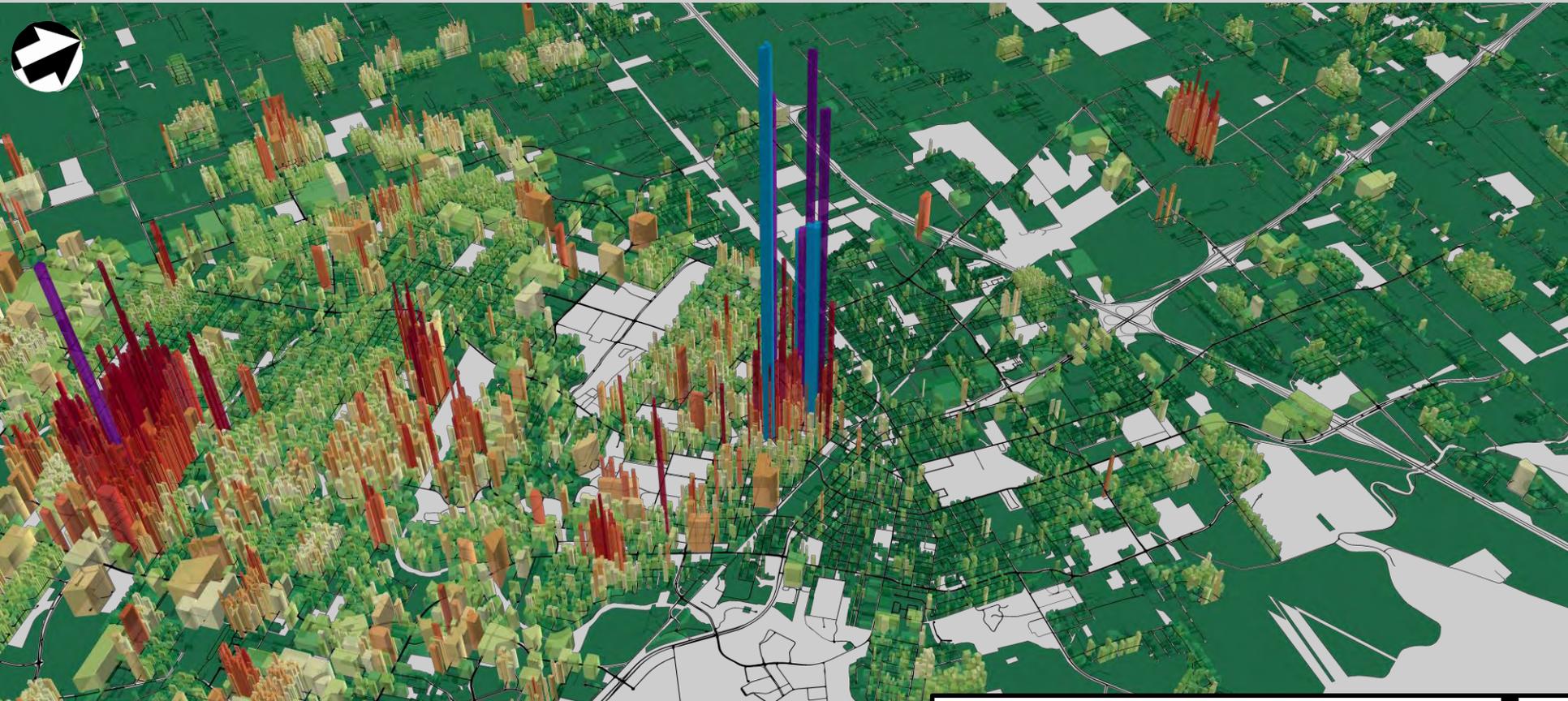
Raised Mainline With Signature Bridge  
Estimated Redevelopment Value Productivity

Urban3

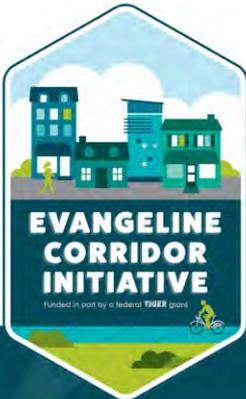


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# Current Valuation With Growth in Downtown

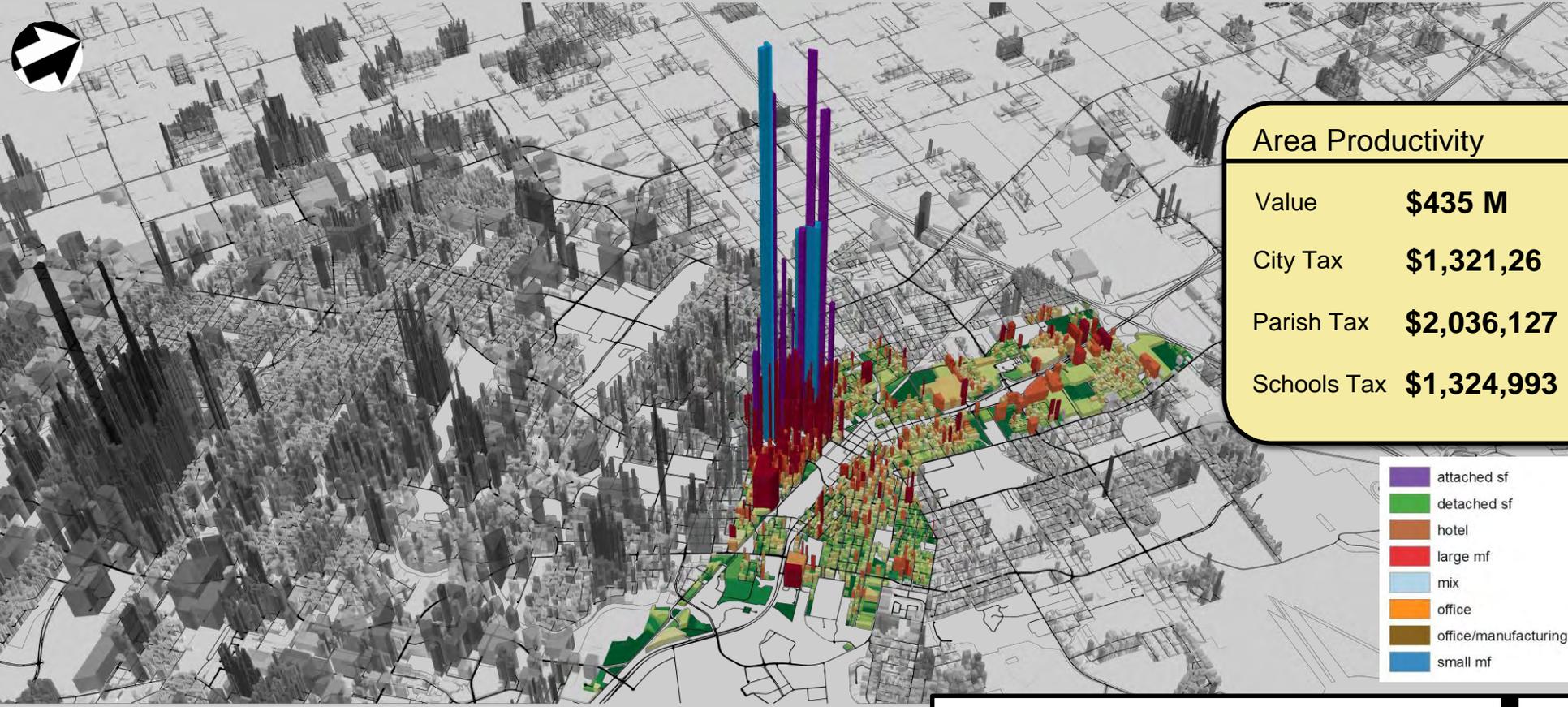


Raised Mainline With Signature Bridge  
Estimated Redevelopment Value Productivity



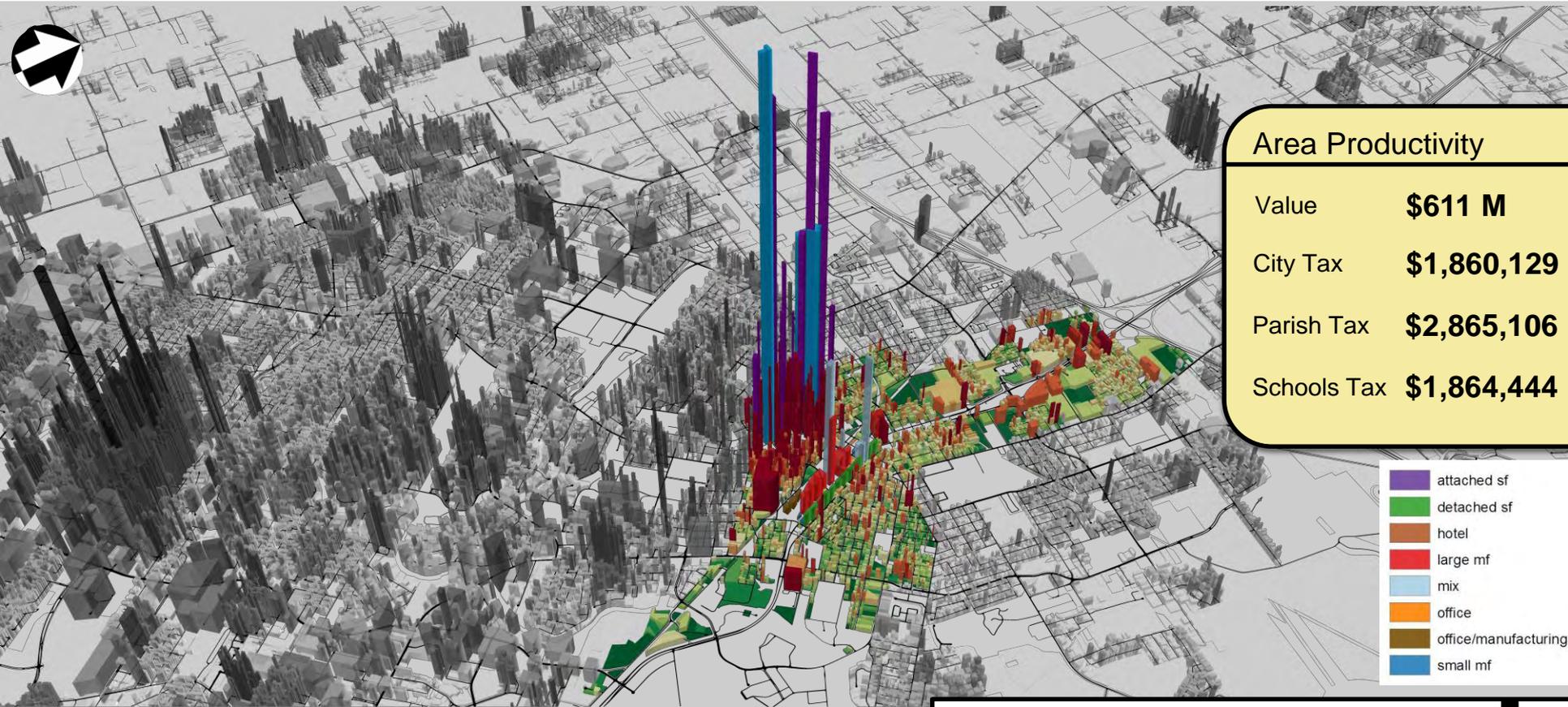
**Our voice. Our vision.**

# Study Area Boundary



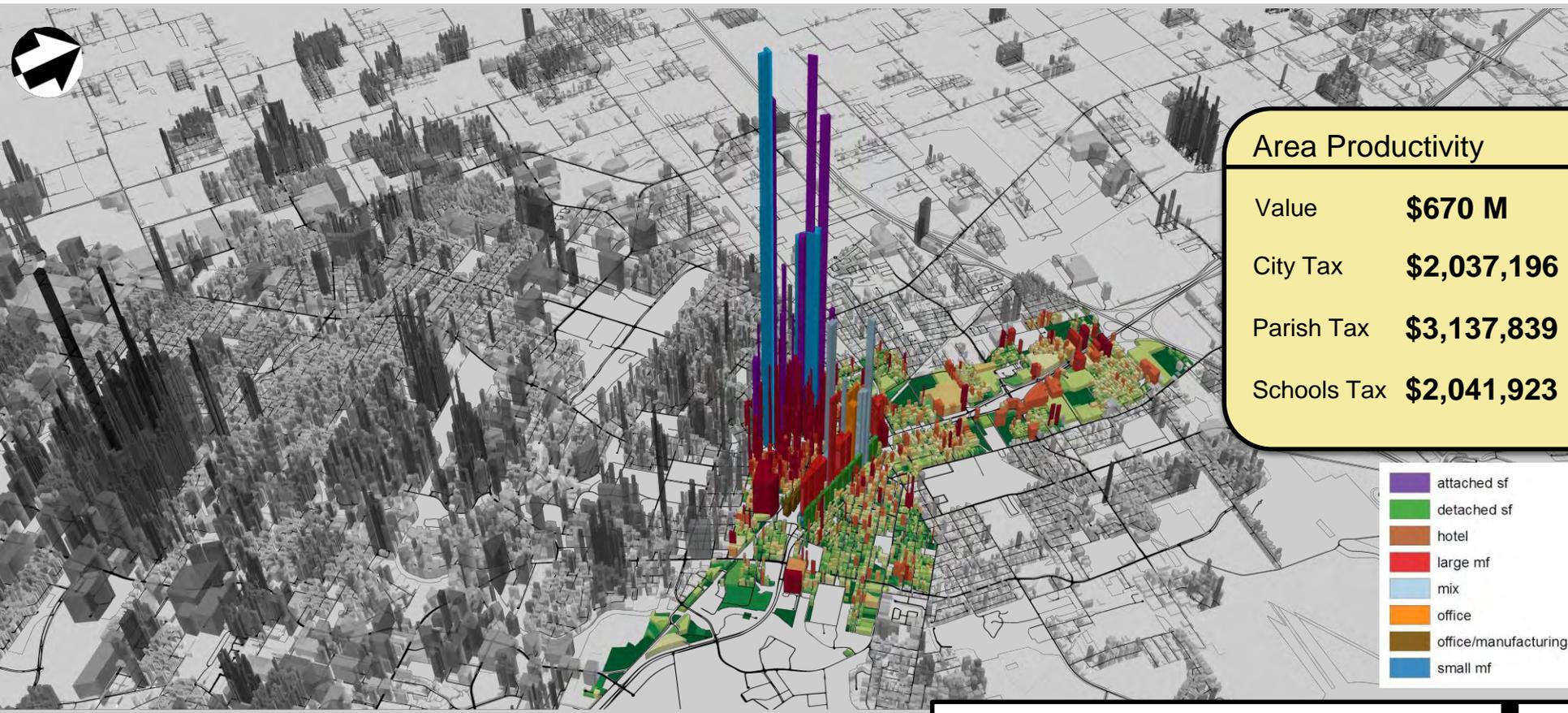
**Raised Mainline With Signature Bridge**  
Estimated Redevelopment Value Productivity





Raised Mainline With Signature Bridge  
 Estimated Redevelopment Value Productivity



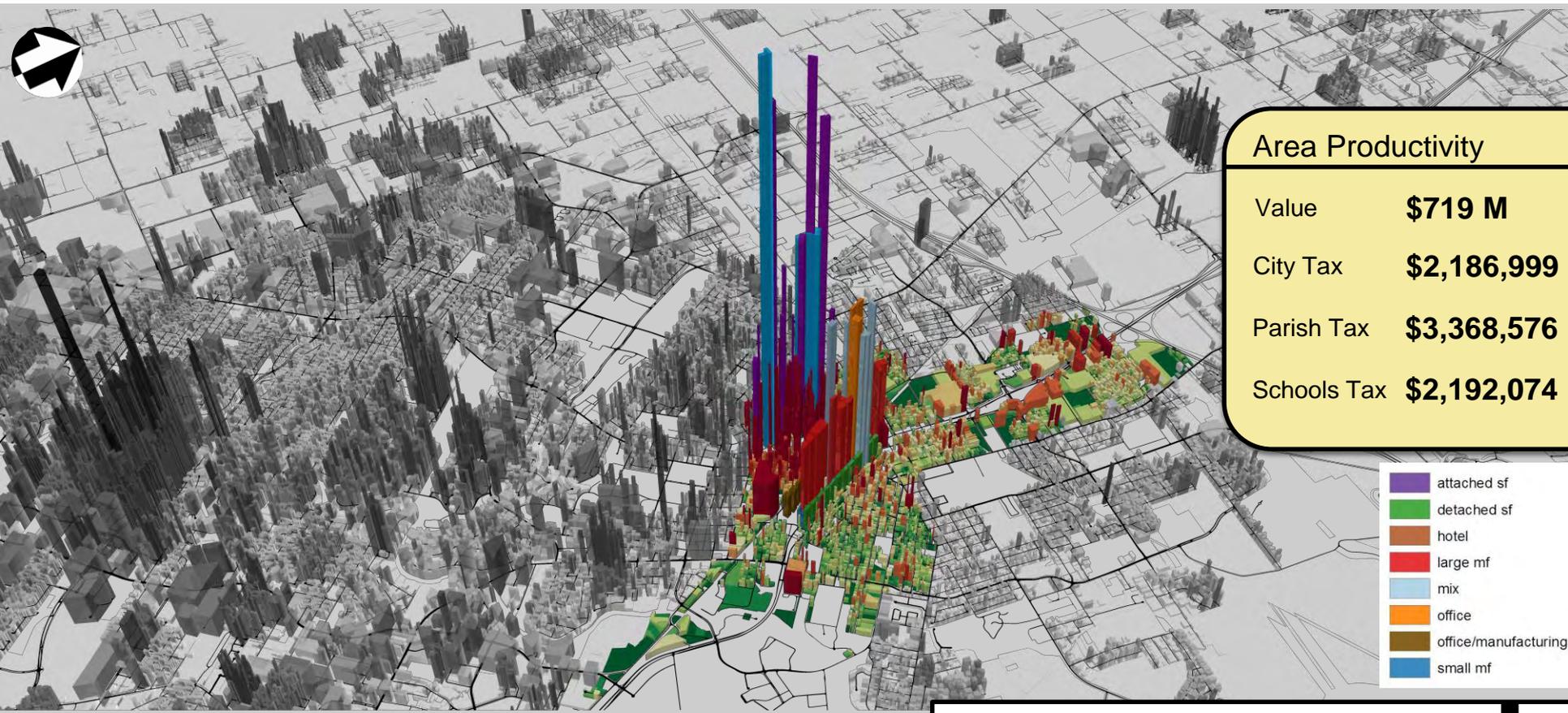


| Area Productivity |                    |
|-------------------|--------------------|
| Value             | <b>\$670 M</b>     |
| City Tax          | <b>\$2,037,196</b> |
| Parish Tax        | <b>\$3,137,839</b> |
| Schools Tax       | <b>\$2,041,923</b> |

- attached sf
- detached sf
- hotel
- large mf
- mix
- office
- office/manufacturing
- small mf

**Raised Mainline With Signature Bridge**  
 Estimated Redevelopment Value Productivity



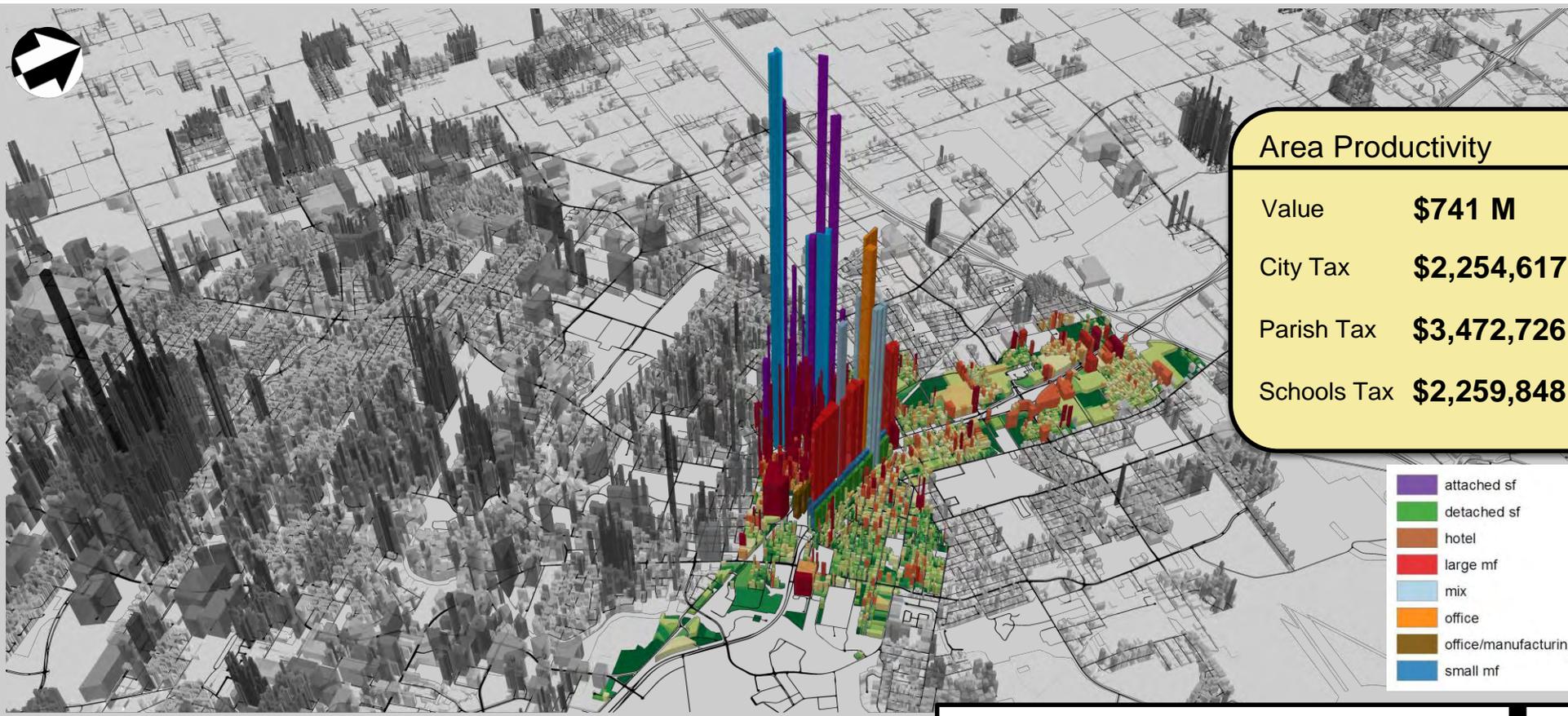


| Area Productivity |                    |
|-------------------|--------------------|
| Value             | <b>\$719 M</b>     |
| City Tax          | <b>\$2,186,999</b> |
| Parish Tax        | <b>\$3,368,576</b> |
| Schools Tax       | <b>\$2,192,074</b> |

- attached sf
- detached sf
- hotel
- large mf
- mix
- office
- office/manufacturing
- small mf

**Raised Mainline With Signature Bridge**  
 Estimated Redevelopment Value Productivity





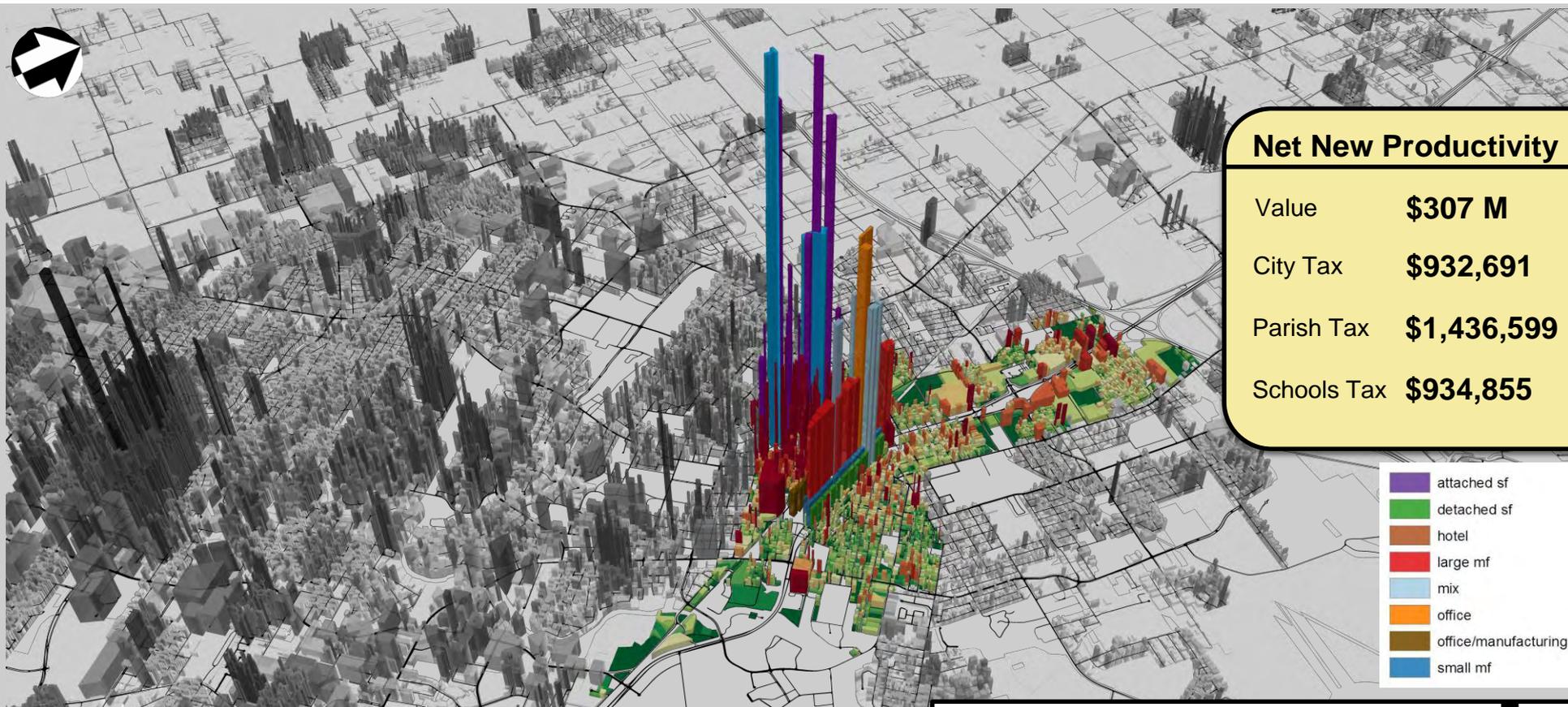
| Area Productivity |                    |
|-------------------|--------------------|
| Value             | <b>\$741 M</b>     |
| City Tax          | <b>\$2,254,617</b> |
| Parish Tax        | <b>\$3,472,726</b> |
| Schools Tax       | <b>\$2,259,848</b> |

- attached sf
- detached sf
- hotel
- large mf
- mix
- office
- office/manufacturing
- small mf

**Raised Mainline With Signature Bridge**  
 Estimated Redevelopment Value Productivity



# Net Productivity

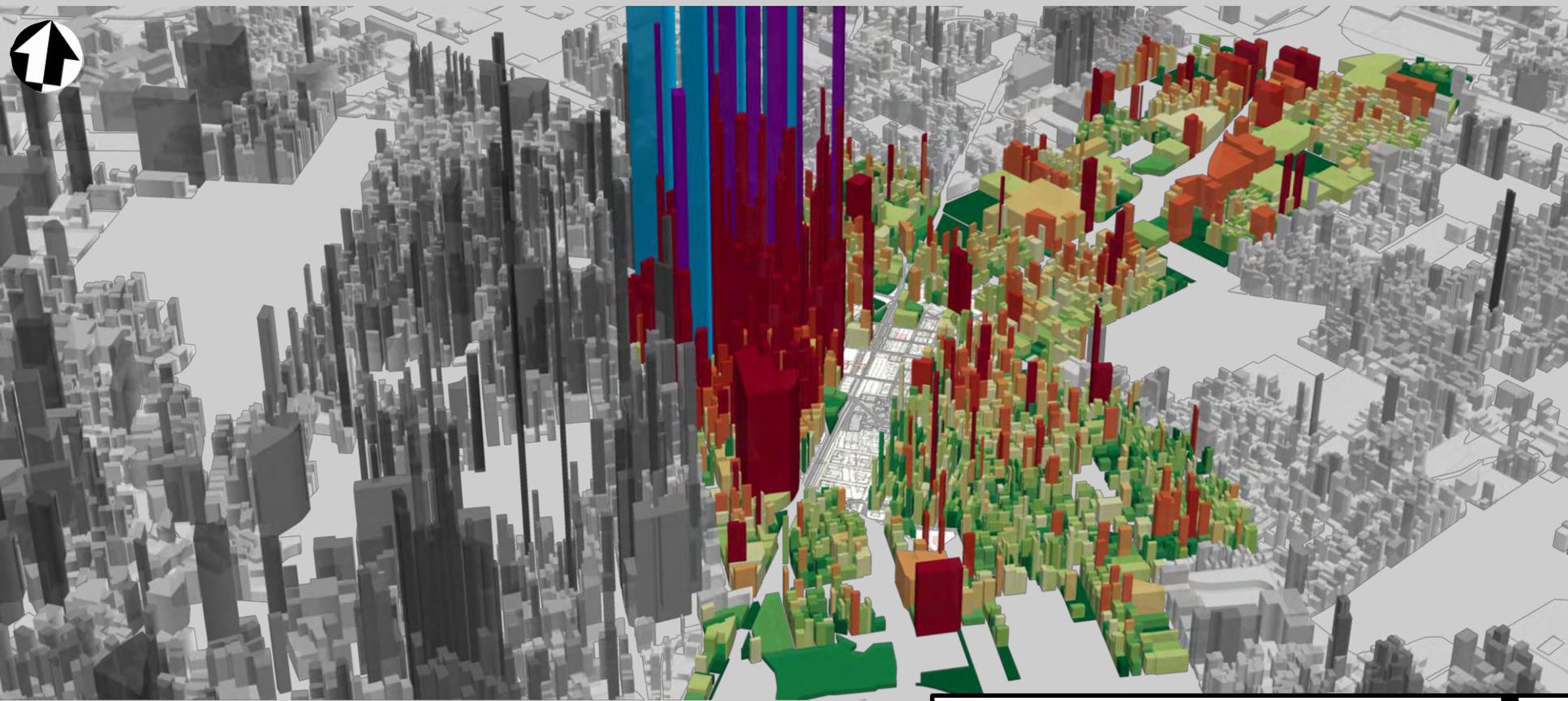


| Net New Productivity |                    |
|----------------------|--------------------|
| Value                | <b>\$307 M</b>     |
| City Tax             | <b>\$932,691</b>   |
| Parish Tax           | <b>\$1,436,599</b> |
| Schools Tax          | <b>\$934,855</b>   |

- attached sf
- detached sf
- hotel
- large mf
- mix
- office
- office/manufacturing
- small mf

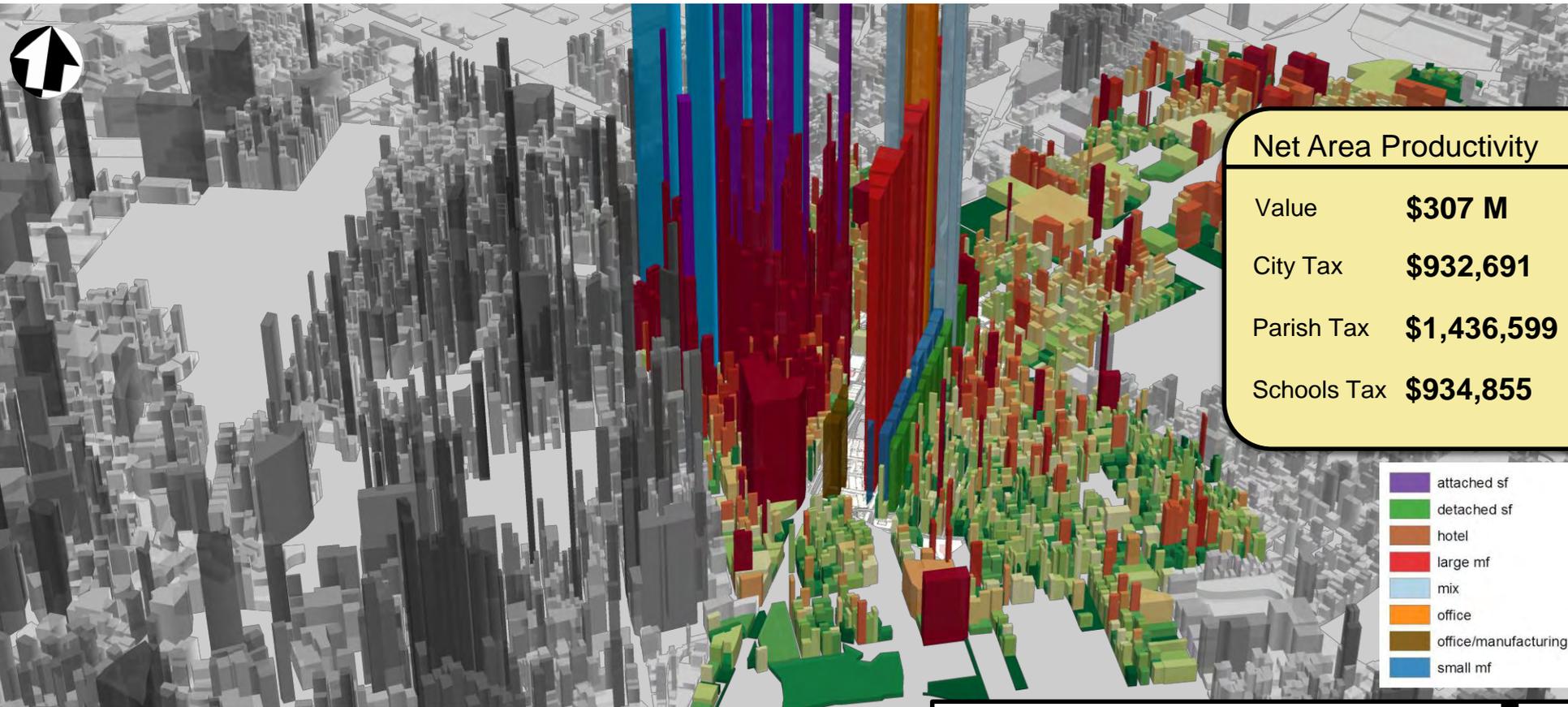
Raised Mainline With Signature Bridge  
Estimated Redevelopment Value Productivity





Raised Mainline With Signature Bridge  
Estimated Redevelopment Value Productivity





| Net Area Productivity |                    |
|-----------------------|--------------------|
| Value                 | <b>\$307 M</b>     |
| City Tax              | <b>\$932,691</b>   |
| Parish Tax            | <b>\$1,436,599</b> |
| Schools Tax           | <b>\$934,855</b>   |

- attached sf
- detached sf
- hotel
- large mf
- mix
- office
- office/manufacturing
- small mf

Raised Mainline With Signature Bridge  
 Estimated Redevelopment Value Productivity

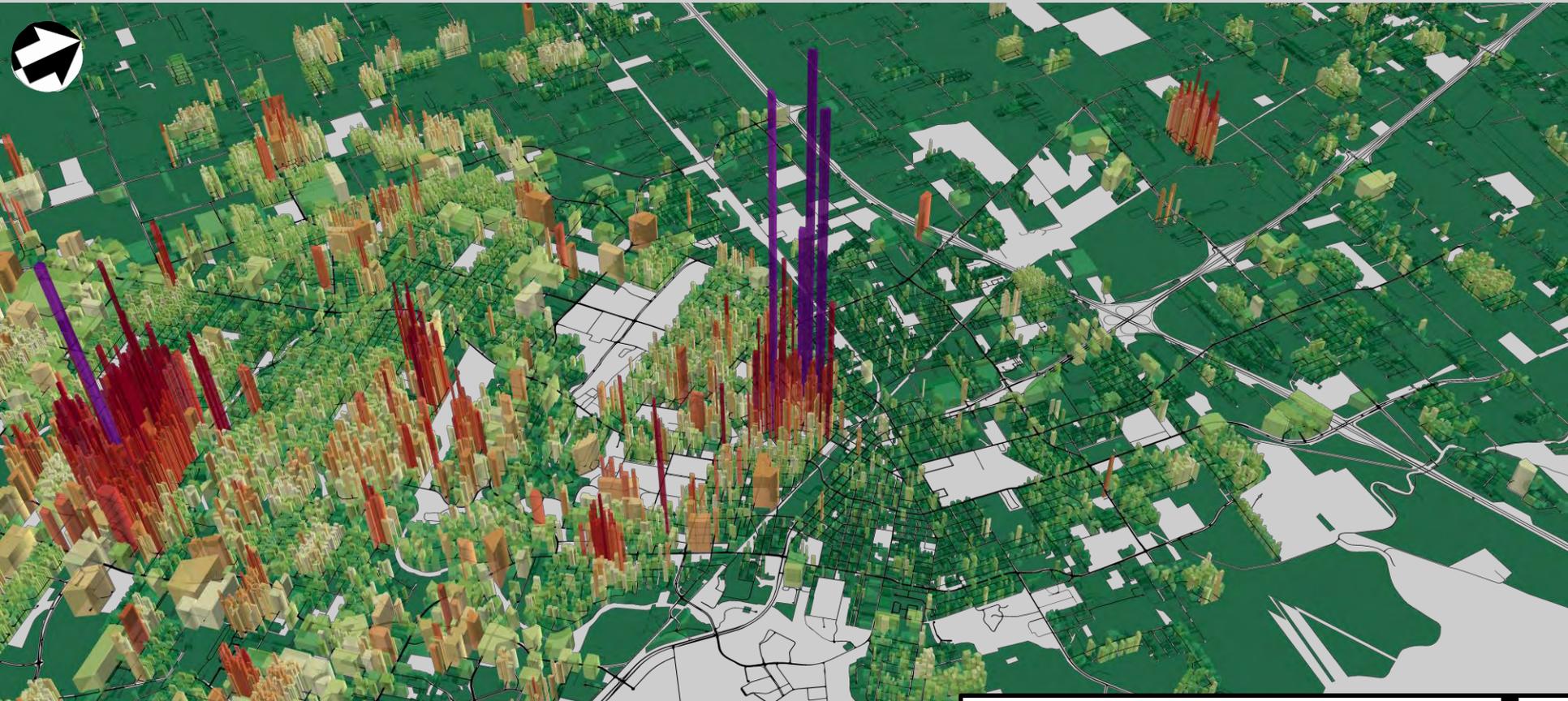


# Depressed Mainline with Cover



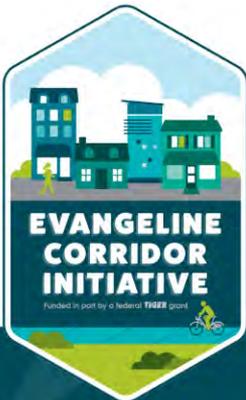
**Our voice. Our vision.**

# Current Lafayette Property Value Productivity Model



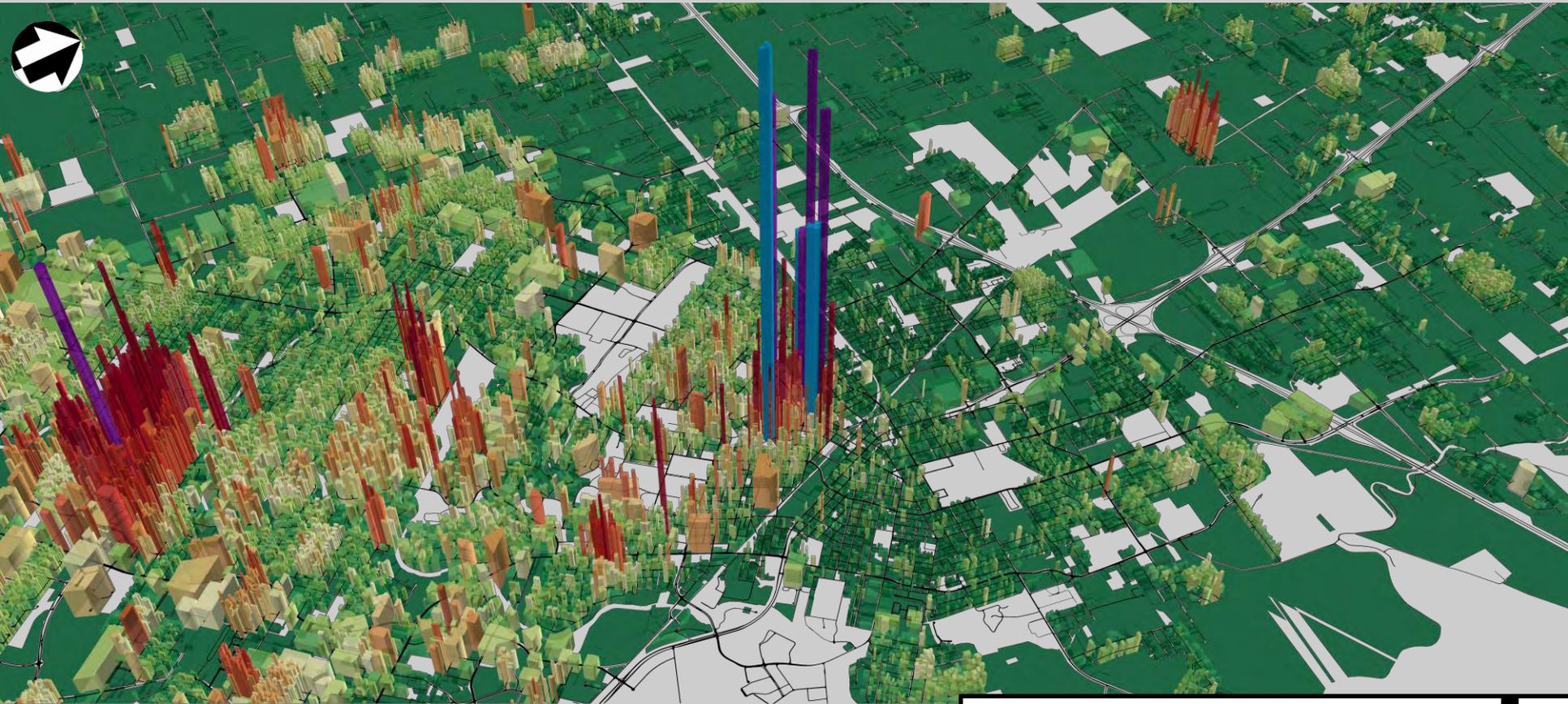
Depressed Mainline With Cover  
Estimated Redevelopment Value Productivity

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# Current Valuation With Growth in Downtown



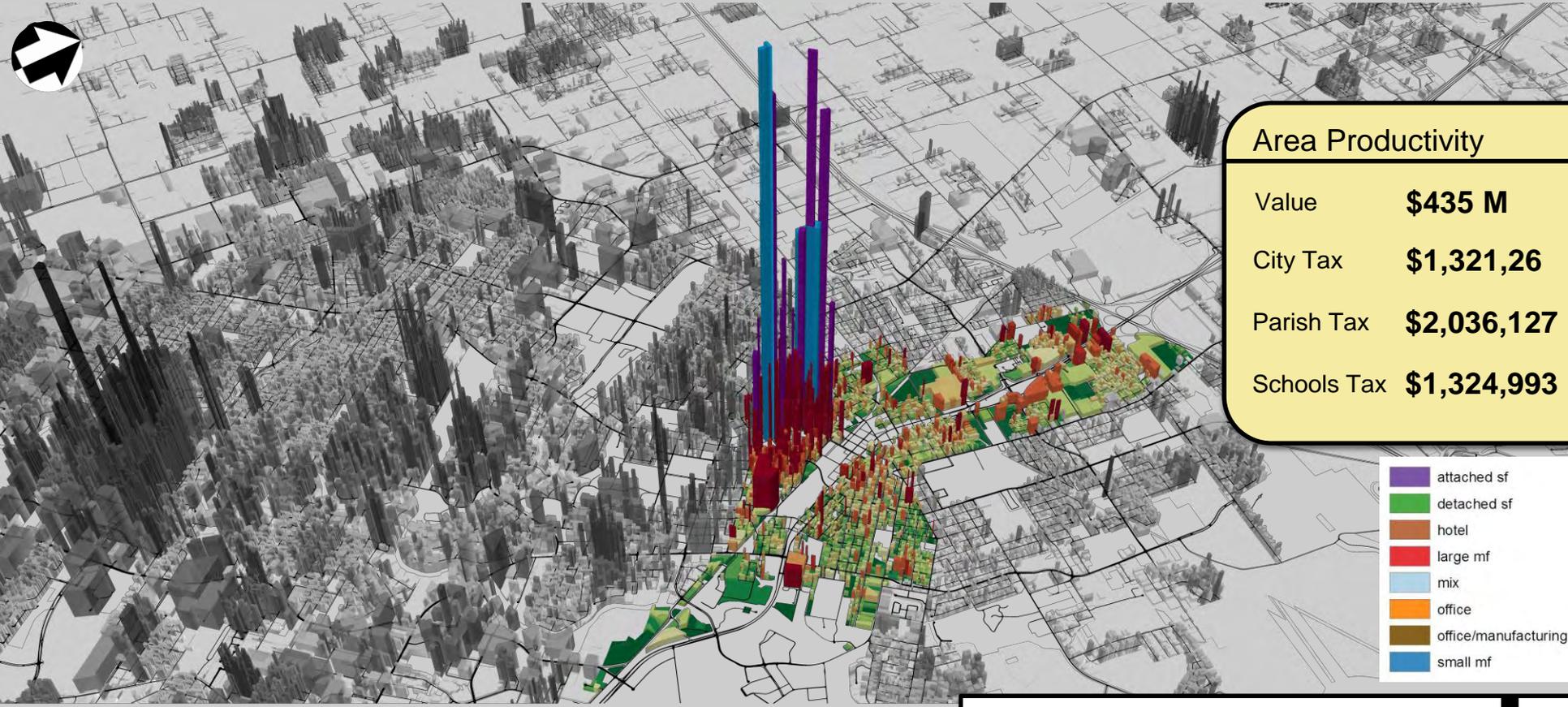
Depressed Mainline With Cover  
Estimated Redevelopment Value Productivity

Urban3



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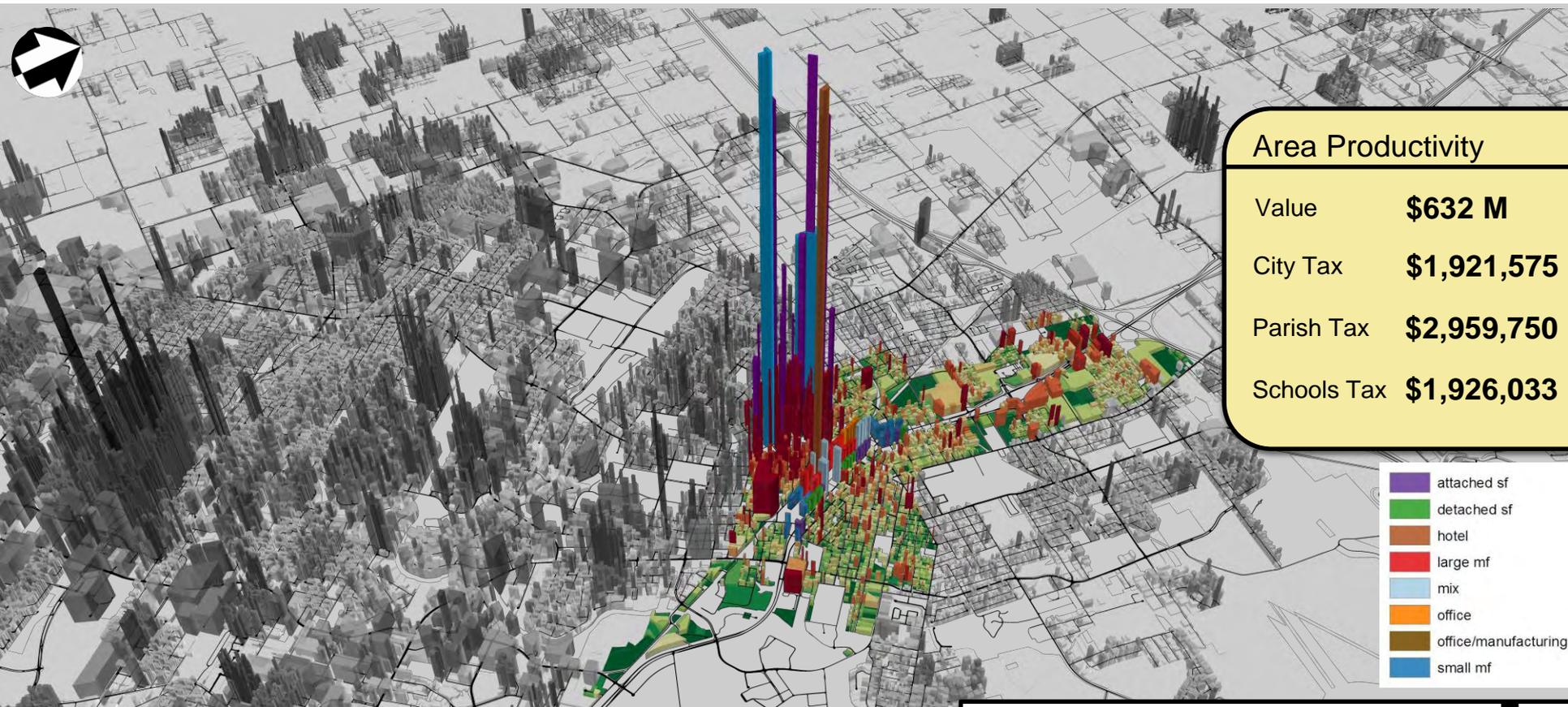
# Study Area Boundary



Depressed Mainline With Cover  
Estimated Redevelopment Value Productivity

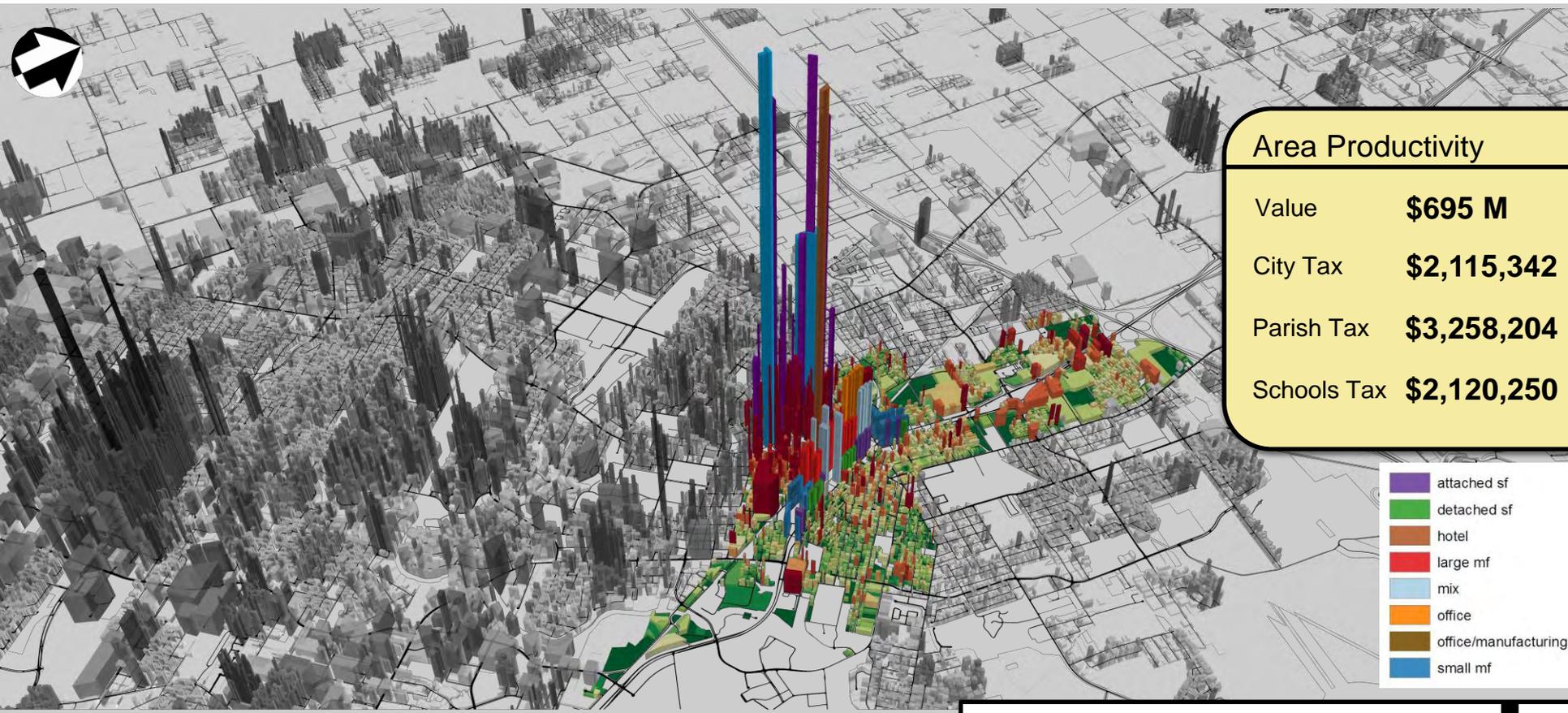


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Depressed Mainline With Cover  
Estimated Redevelopment Value Productivity



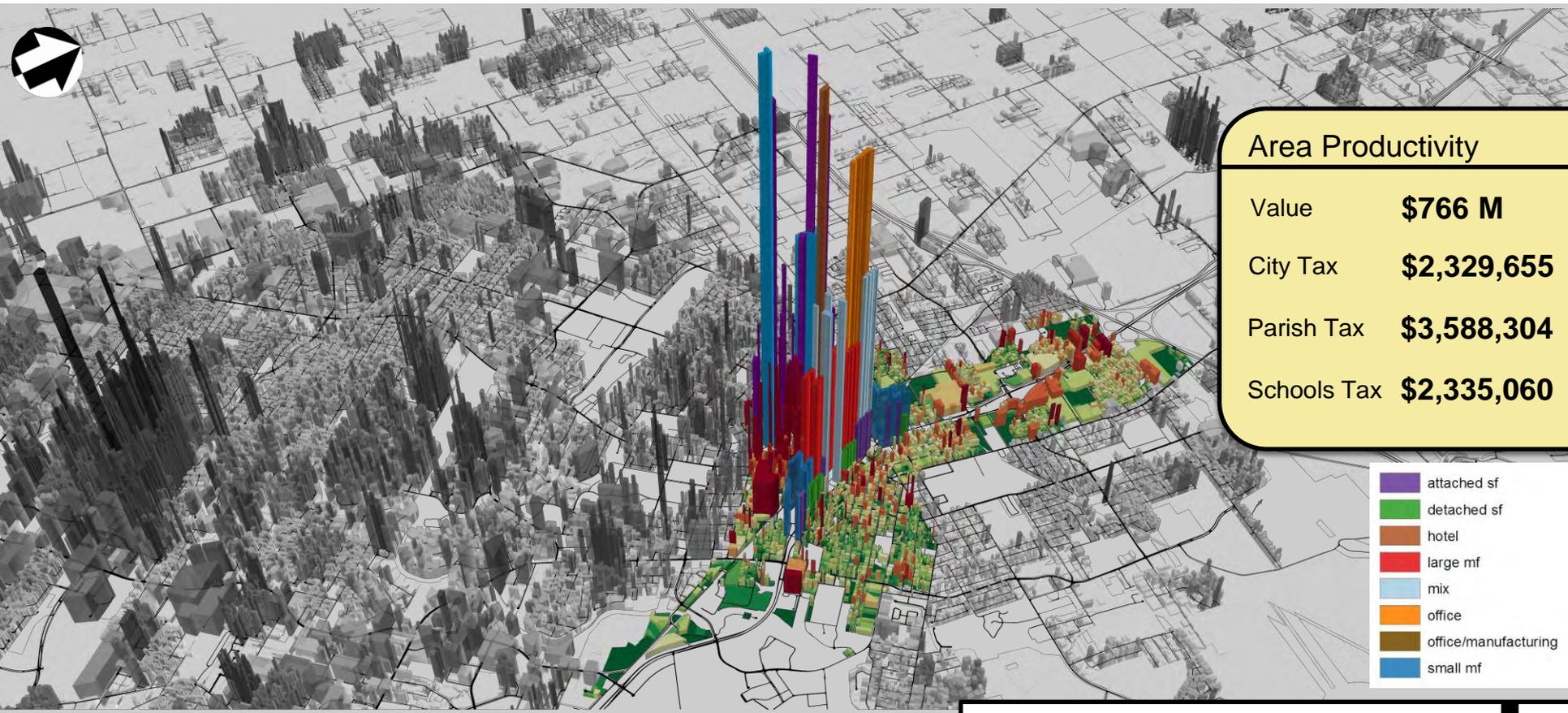


| Area Productivity |                    |
|-------------------|--------------------|
| Value             | <b>\$695 M</b>     |
| City Tax          | <b>\$2,115,342</b> |
| Parish Tax        | <b>\$3,258,204</b> |
| Schools Tax       | <b>\$2,120,250</b> |

- attached sf
- detached sf
- hotel
- large mf
- mix
- office
- office/manufacturing
- small mf

Depressed Mainline With Cover  
 Estimated Redevelopment Value Productivity



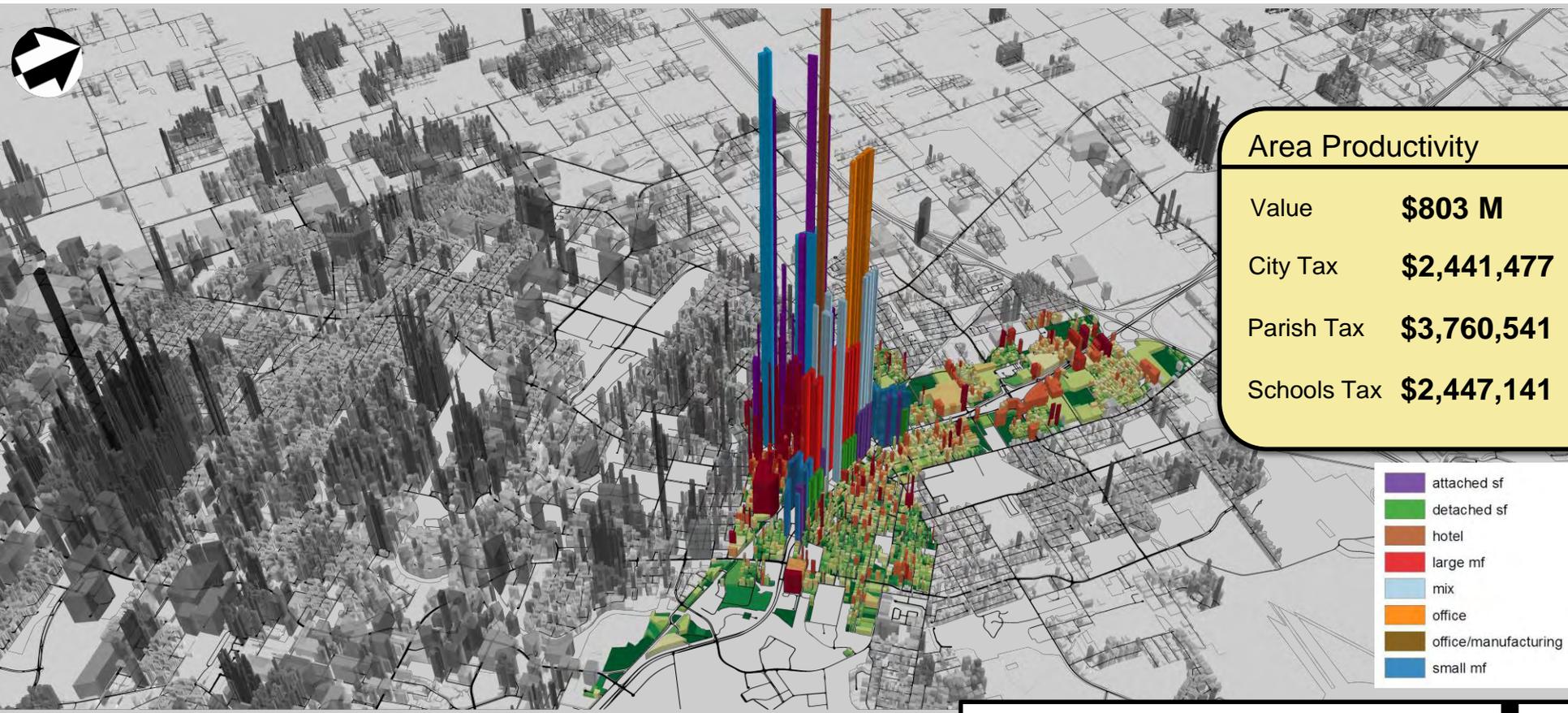


| Area Productivity |                    |
|-------------------|--------------------|
| Value             | <b>\$766 M</b>     |
| City Tax          | <b>\$2,329,655</b> |
| Parish Tax        | <b>\$3,588,304</b> |
| Schools Tax       | <b>\$2,335,060</b> |

- attached sf
- detached sf
- hotel
- large mf
- mix
- office
- office/manufacturing
- small mf

Depressed Mainline With Cover  
 Estimated Redevelopment Value Productivity



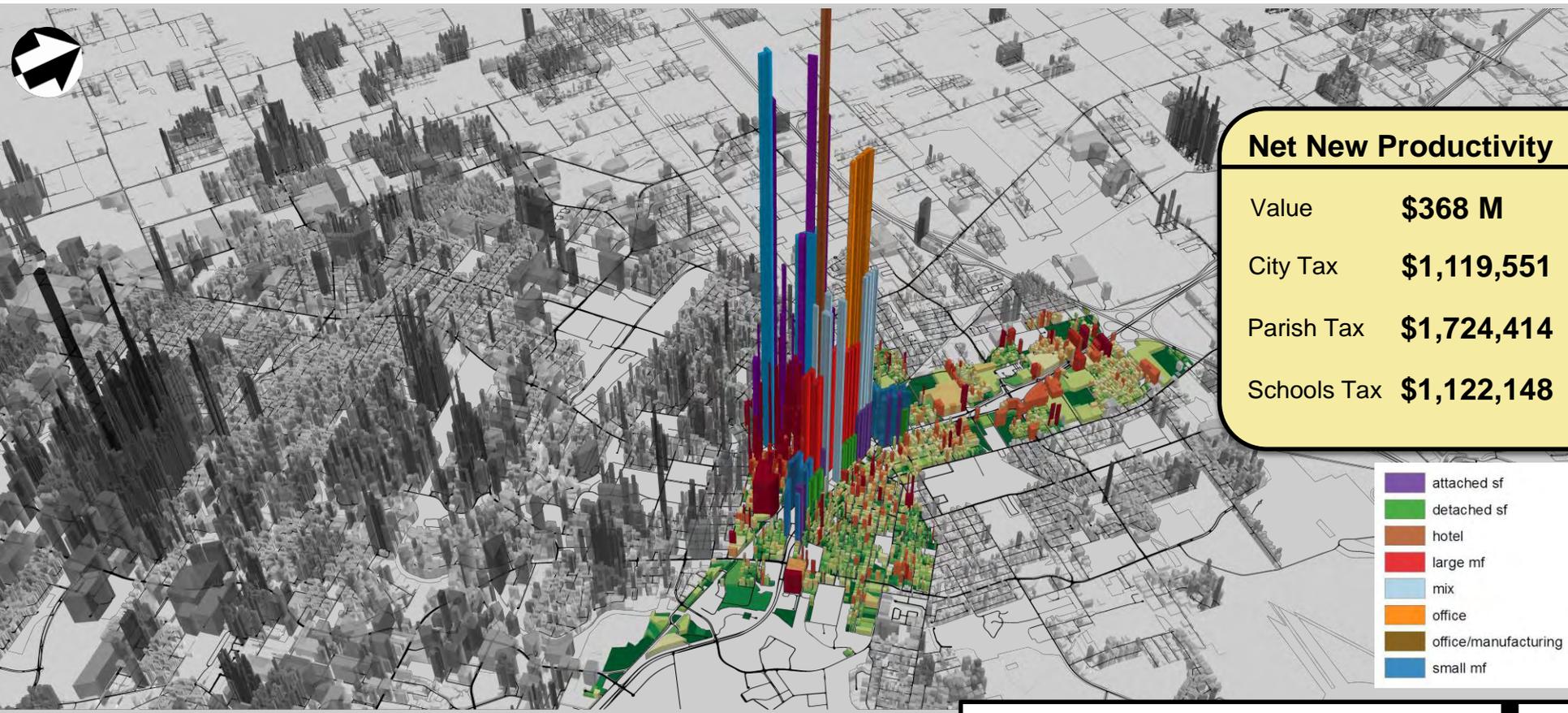


| Area Productivity |                    |
|-------------------|--------------------|
| Value             | <b>\$803 M</b>     |
| City Tax          | <b>\$2,441,477</b> |
| Parish Tax        | <b>\$3,760,541</b> |
| Schools Tax       | <b>\$2,447,141</b> |

Depressed Mainline With Cover  
 Estimated Redevelopment Value Productivity



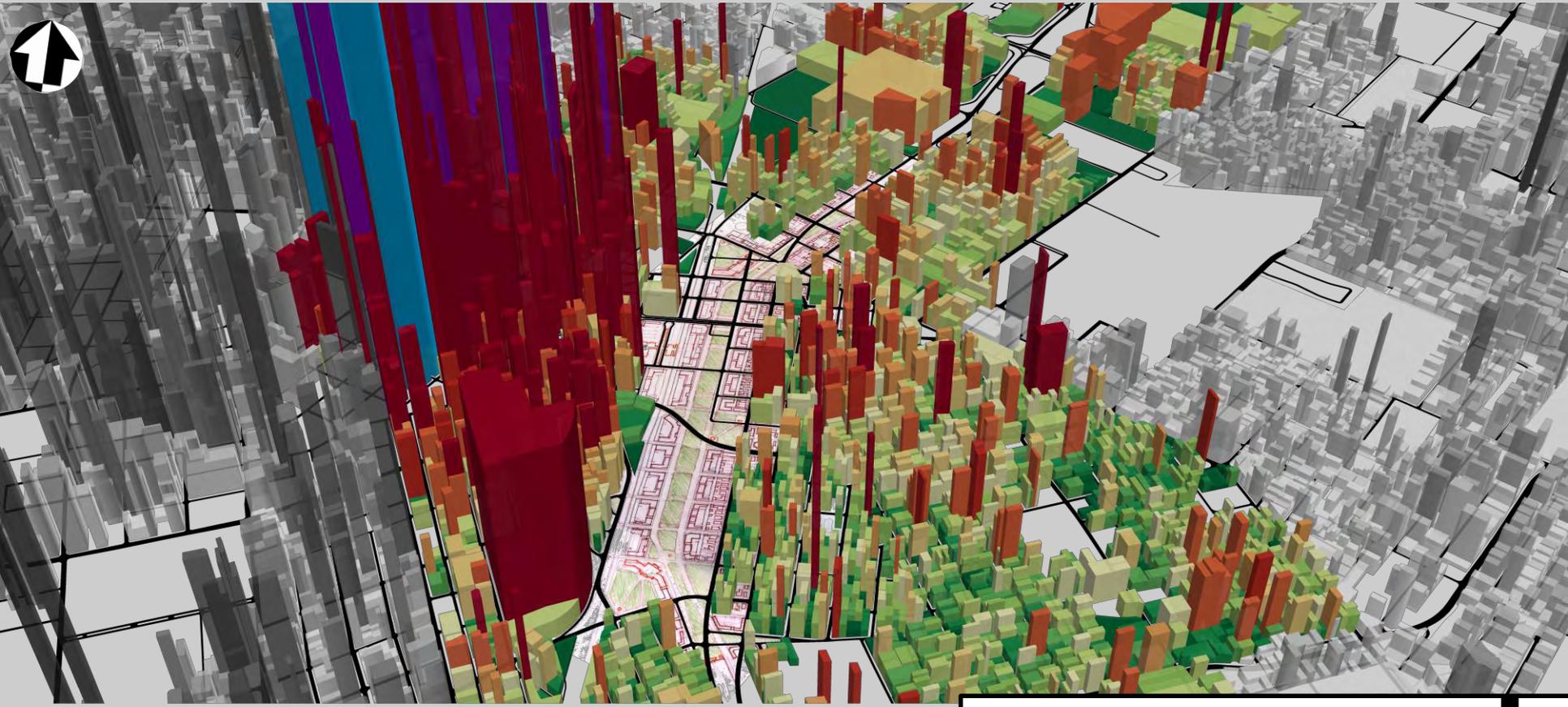
# Net Productivity



| Net New Productivity |             |
|----------------------|-------------|
| Value                | \$368 M     |
| City Tax             | \$1,119,551 |
| Parish Tax           | \$1,724,414 |
| Schools Tax          | \$1,122,148 |

Depressed Mainline With Cover  
Estimated Redevelopment Value Productivity



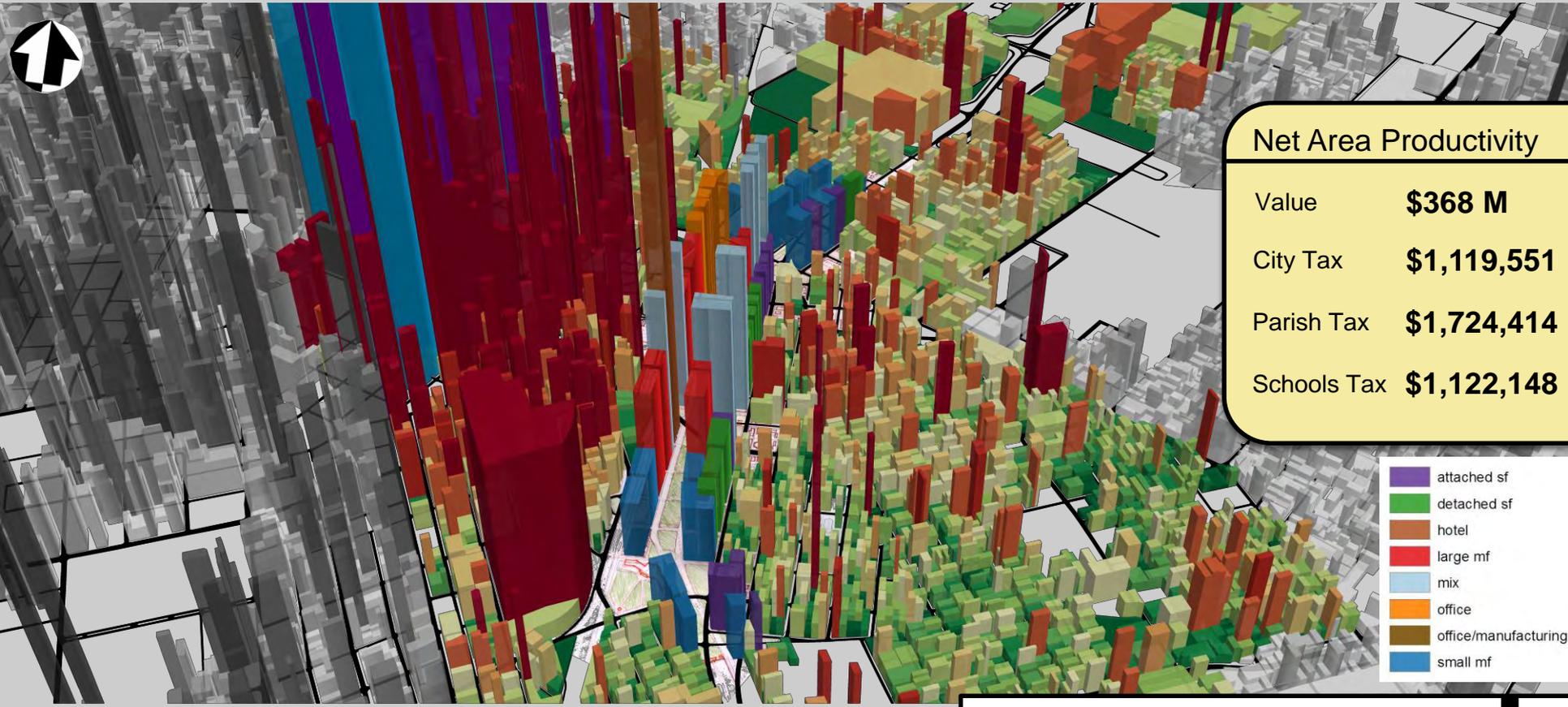


Depressed Mainline With Cover  
Estimated Redevelopment Value Productivity

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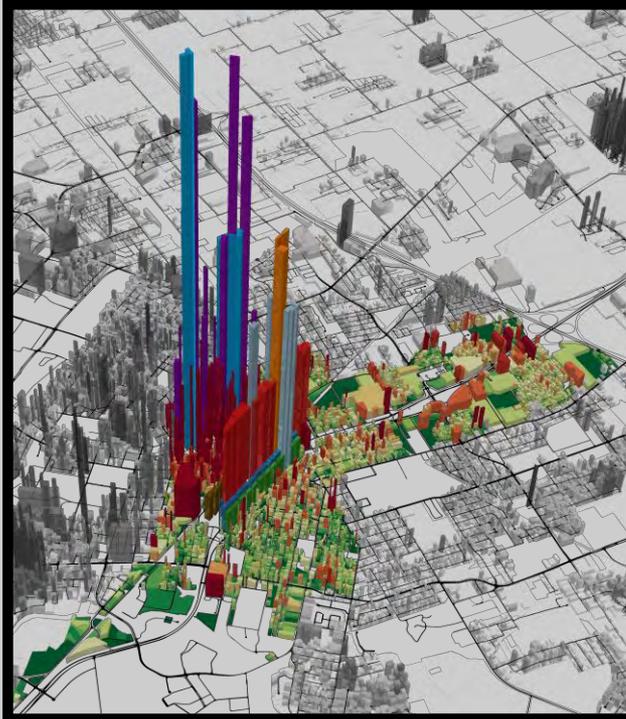
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Depressed Mainline With Cover  
 Estimated Redevelopment Value Productivity



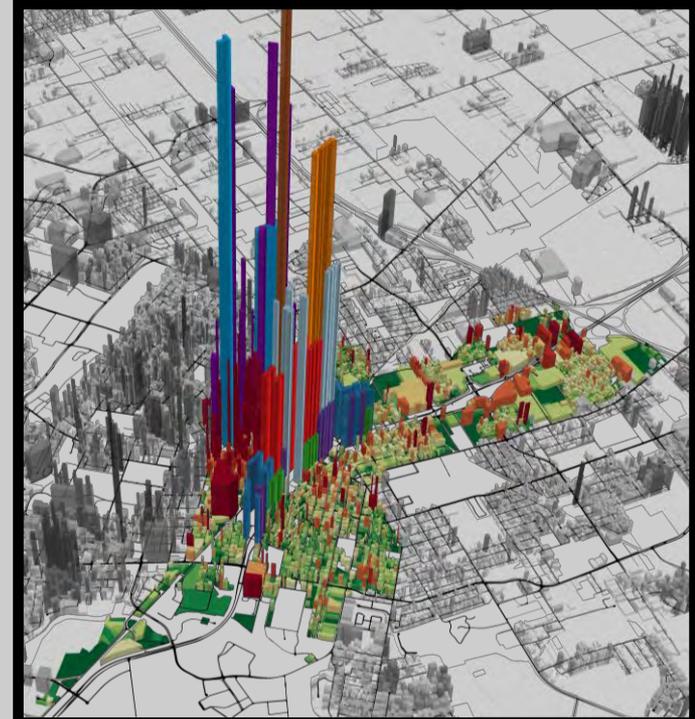
## Raised Mainline With Signature Bridge



### Net Area Productivity

|             |                    |
|-------------|--------------------|
| Value       | <b>\$307 M</b>     |
| City Tax    | <b>\$932,691</b>   |
| Parish Tax  | <b>\$1,436,599</b> |
| Schools Tax | <b>\$934,855</b>   |

## Depressed Mainline With Cover



### Net Area Productivity

|             |                    |
|-------------|--------------------|
| Value       | <b>\$368 M</b>     |
| City Tax    | <b>\$1,119,551</b> |
| Parish Tax  | <b>\$1,724,414</b> |
| Schools Tax | <b>\$1,122,148</b> |



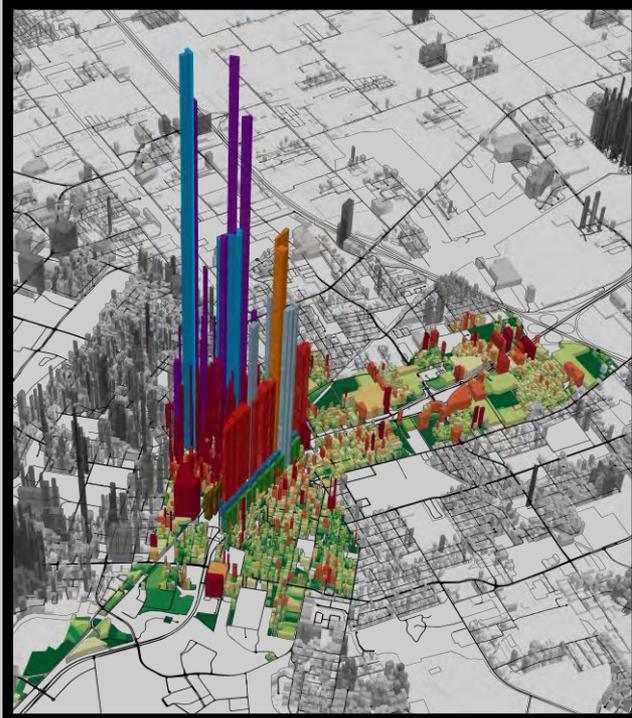
Productivity Comparison  
Relative Comparison



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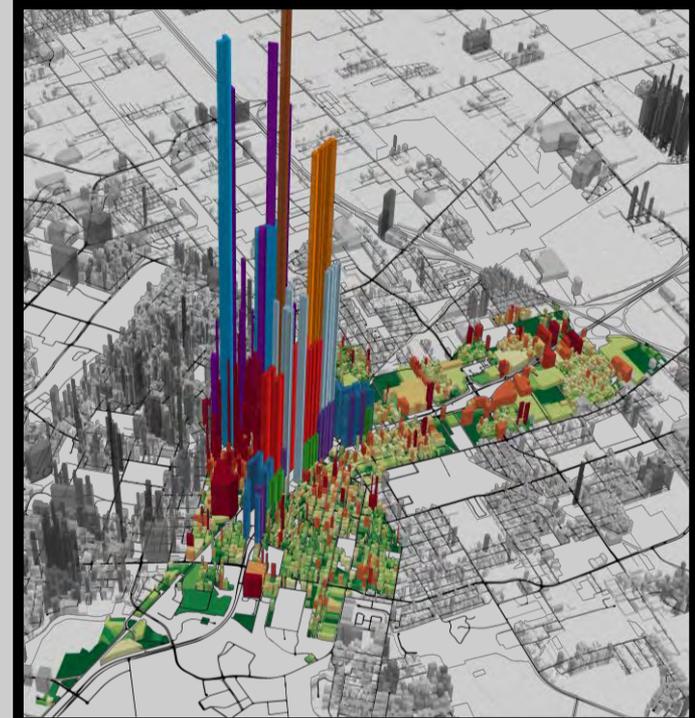
# Raised Mainline With Signature Bridge



Total Taxes Produced Over 20 Years

**\$10,031,181**

# Depressed Mainline With Cover



Total Taxes Produced Over 20 Years

**\$15,030,615**



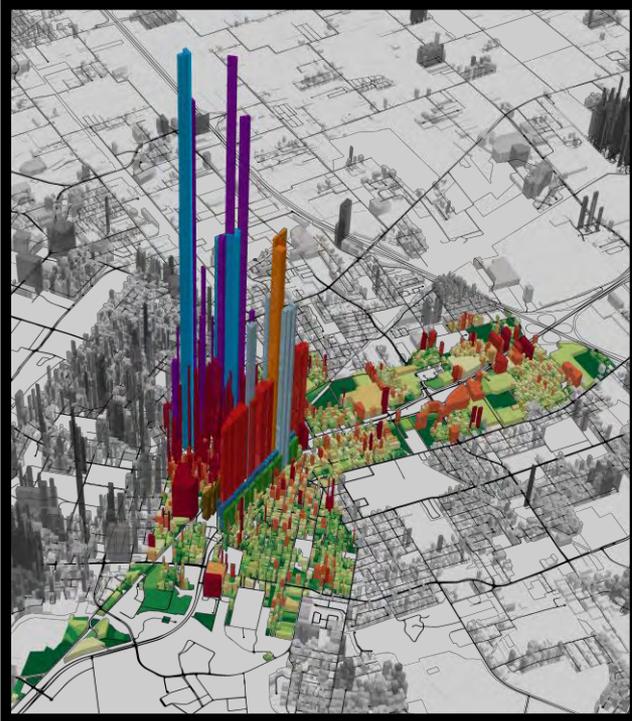
Productivity Comparison  
Relative Comparison

Urban3

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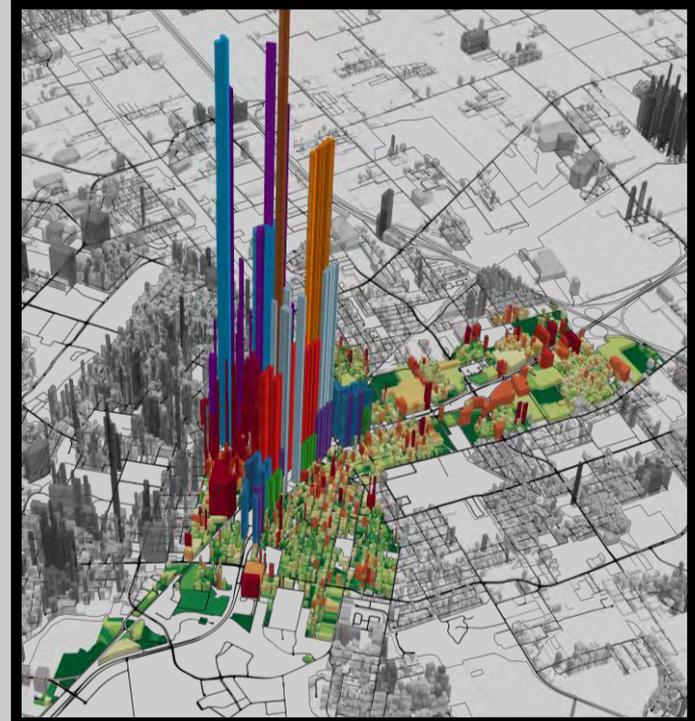
Raised Mainline With Signature Bridge

Depressed Mainline With Cover



Total Taxes Produced Over 20 Years

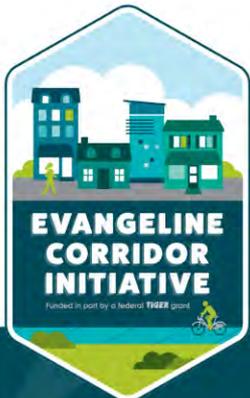
**\$10,031,181**



Total Taxes Produced Over 20 Years

**\$15,030,615**

**Difference = \$4,999,433**



Productivity Comparison  
Relative Comparison

Urban3

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